NACOmatic

Effective: 03-June-2010
Expires: 01-July-2010

Your Ad Here
~100,000 Page views/month

Contact:
Doug Ranz
248-318-0011
NACOmatic@hotmail.com

www.NACOmatic.com Copyright 2009. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

PA Min Alt#4 - 5
PA Min Rdr#4 - 10
PA Min TO#4 - 11
02P - 151
22N - 186
29D - 130
2G9 - 354
4G1 - 129
6G1 - 368
70N - 366
74N - 371
7SP - 351
8G2 - 90
9D4 - 207
9G8 - 104
9N3 - 116
ABE - 25
AFJ - 372
AGC - 276
AOO - 39
AVP - 388
AXQ - 75
BFD - 57
BTP - 63
BVI - 46
CKZ - 212
CXY - 133
DUJ - 97
DYL - 94
ERI - 107
FIG - 78
FKL - 123
FWQ - 197
GKJ - 191
HMZ - 51
HZL - 145
IDI - 152
IPT - 395
JST - 154
LBE - 179
LHV - 190
LNS - 169
LOM - 215
MDT - 137
MPO - 203
MQS - 80
MUI - 117
N10 - 86
N13 - 55
N27 - 370
N30 - 149
N35 - 335
N38 - 383
N43 - 102
N47 - 326
N53 - 101
N57 - 369
N68 - 72
N71 - 201
N79 - 352
N94 - 70
N96 - 54
NXX - 397
OQN - 385
OYM - 358
P34 - 195
PHL - 217
PIT - 288
PJC - 408
PNE - 261
PSB - 273
PTW - 328
RDG - 339
RVL - 346
SEG - 349
THV - 404
UCP - 209
UKT - 337
UNV - 362
VVS - 89
W05 - 128
WAY - 381
XLL - 37
ZER - 332

PA Mins - Alternates #4 - 5
PA Mins - Radar #4 - 10
PA Mins - Take-Off #4 - 11
ALLENTOWN ABE - 25
ALLENTOWN XLL - 37
ALTOONA AOO - 39
BEAVER FALLS BVI - 46
BEDFORD HMZ - 51
BELLEFONTE N96 - 54
BLOOMSBURG N13 - 55
BRADFORD BFD - 57
BUTLER BTP - 63
CARLISLE N94 - 70
CHAMBERSBURG N68 - 72
CLARION AXQ - 75
CLEARFIELD FIG - 78
COATESVILLE MQS - 80
COLLEGEVILLE N10 - 86
CONNELLSVILLE VVS - 89
CORRY 8G2 - 90
DOYLESTOWN DYL - 94
DUBOIS DUJ - 97
EAST STROUDSBURG .. N53 - 101
EASTON N43 - 102
EBENSBURG 9G8 - 104
ERIE ERI - 107
FACTORYVILLE 9N3 - 116
FORT INDIANTOWN GAP MUI - 117
FRANKLIN FKL - 123
GETTYSBURG W05 - 128
GREENVILLE 4G1 - 129
GROVE CITY 29D - 130
HARRISBURG CXY - 133
HARRISBURG MDT - 137
HAZLETON HZL - 145
HONESDALE N30 - 149
HONEY GROVE 02P - 151
INDIANA IDI - 152
JOHNSTOWN JST - 154
LANCASTER LNS - 169
LATROBE LBE - 179
LEHIGHTON 22N - 186
LOCK HAVEN LHV - 190
MEADVILLE GKJ - 191
MIFFLINTOWN P34 - 195
MONONGAHELA FWQ - 197
MOUNT JOY-MARIETTA N71 - 201
MOUNT POCONO MPO - 203
MYERSTOWN 9D4 - 207
NEW CASTLE UCP - 209
PERKASIE CKZ - 212
PHILADELPHIA LOM - 215
PHILADELPHIA PHL - 217
PHILADELPHIA PNE - 261
PHILIPSBURG PSB - 273
PITTSBURGH AGC - 276
PITTSBURGH PIT - 288
POTTSTOWN N47 - 326
POTTSTOWN PTW - 328
POTTSVILLE ZER - 332
PUNXSUTAWNEY N35 - 335
QUAKERTOWN UKT - 337
READING RDG - 339
REEDSVILLE RVL - 346
SELINSGROVE SEG - 349
SEVEN SPRINGS BOROU 7SP - 351
SHAMOKIN N79 - 352
SOMERSET 2G9 - 354
ST. MARYS OYM - 358
STATE COLLEGE UNV - 362
STERLING 70N - 366
TITUSVILLE 6G1 - 368
TOUGHKENAMON N57 - 369
TOWANDA N27 - 370
TOWER CITY 74N - 371
WASHINGTON AFJ - 372
WAYNESBURG WAY - 381
WELLSBORO N38 - 383
WEST CHESTER OQN - 385
WILKES-BARRE-SCRANT AVP - 388
WILLIAMSPORT IPT - 395
WILLOW GROVE NXX - 397
YORK THV - 404
ZELIENOPLE PJC - 408

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALLENTOWN, PA	
LEHIGH VALLEY INTL	**ILS or LOC Rwy 13[1]**
	RNAV (GPS) Rwy 31[2]
	VOR-A[3]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾,Category D, 900-3.
[3]NA when local weather not available.

ALTOONA, PA	
ALTOONA-BLAIR COUNTY	**ILS or LOC Rwy 21[1]**
	RNAV (GPS) Rwy 3[2]
	RNAV (GPS) Y Rwy 21[3]
	VOR-A[4]

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

BECKLEY, WV	
RALEIGH COUNTY MEMORIAL	**ILS or LOC Rwy 19[12]**
	RNAV (GPS) Rwy 1[3]
	RNAV (GPS) Rwy 10[13]
	RNAV (GPS) Rwy 19[13]
	RNAV (GPS) Rwy 28[14]
	VOR Rwy 10[13]
	VOR Rwy 19[13]

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
BLUEFIELD, WV	
MERCER COUNTY	**ILS or LOC Rwy 23[1]**
	RNAV (GPS) Rwy 5[2]
	RNAV (GPS) Rwy 23[3]
	VOR/DME Rwy 23[2]
	VOR Rwy 23[4]

NA when local weather not available.
[1]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BRADFORD, PA	
BRADFORD RGNL	**VOR Rwy 14**

Category C, 800-2½; Category D, 800-2¾.

BUTLER, PA	
BUTLER COUNTY/K.W. SCHOLTER FIELD	**ILS or LOC Rwy 8**
	RNAV (GPS) Rwy 8
	RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV	
YEAGER	**ILS or LOC Rwy 5[1]**
	ILS or LOC Rwy 23[2]
	VOR/DME RNAV or GPS Rwy 33[3]
	VOR-A[3]

[1]ILS, Categories A, B, C, D, 700-2.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

CLARKSBURG, WV

NORTH CENTRAL
WEST VIRGINIA **ILS or LOC Rwy 21**[12]
RNAV (GPS) Rwy 3[35]
RNAV (GPS) Rwy 21[35]
VOR or GPS Rwy 3[45]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]NA when control tower is closed, except for operators with approved weather reporting service.
[5]Category D, 900-2¾.

COATESVILLE, PA

CHESTER COUNTY
G O CARLSON **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

DOYLESTOWN, PA

DOYLESTOWN **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

DUBOIS, PA

DUBOIS RGNL **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 7

NA when local weather not available.

ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-
RANDOLPH FIELD **LDA-C**[1]
RNAV (GPS)-A[23]
RNAV (GPS) Rwy 5[24]
RNAV (GPS) Rwy 14[25]
RNAV (GPS) Rwy 23[26]

[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

ERIE, PA

ERIE INTL/TOM
RIDGE FIELD **ILS or LOC Rwy 6**[12]
ILS or LOC/DME Rwy 24[12]
NDB Rwy 6[2]
NDB Rwy 24[2]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR/DME Rwy 24

NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

HARRISBURG, PA

CAPITAL CITY **ILS or LOC Rwy 8**[12]
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[34]

[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL **ILS or LOC Rwy 13**[1]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[4]
VOR Rwy 31[3]

[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA

HAZLETON MUNI **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

NAME ALTERNATE MINIMUMS

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY **ILS or LOC Rwy 33**[1]
VOR Rwy 5[2]
VOR Rwy 15[3]

[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LANCASTER, PA

LANCASTER **ILS or LOC Rwy 8**[123]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[24]
VOR/DME Rwy 31[24]
VOR/DME Rwy 8[2]
VOR/DME Rwy 26[24]
VOR Rwy 8[25]
VOR Rwy 31[4]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

LATROBE, PA

ARNOLD PALMER RGNL **ILS or LOC Rwy 23**[123]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NDB Rwy 23[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD **ILS or LOC Rwy 26**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.
Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD **ILS or LOC Rwy 18**[123]
RNAV (GPS) Y Rwy 18[13]
RNAV (GPS) Z Rwy 18[34]
RNAV (GPS) Rwy 36[13]
VOR -A[35]

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA **NDB-A**
RNAV (GPS) -B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT **ILS or LOC Rwy 3**[12]
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.

NAME ALTERNATE MINIMUMS

PHILADELPHIA, PA

NORTHEAST

PHILADELPHIA **ILS or LOC Rwy 24[12]**
LOC BC Rwy 6[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[12]
VOR Rwy 24[12]

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL **ILS PRM Rwy 26[1]**
ILS PRM Rwy 27L[2]
ILS or LOC Rwy 9L[3]
ILS Rwy 9R[4]
ILS or LOC Rwy 17[3]
ILS Rwy 26[5]
ILS or LOC Rwy 27L[6]
ILS or LOC/DME Rwy 27R[7]
RNAV (GPS) Rwy 27R[8]

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

PITTSBURGH, PA

ALLEGHENY COUNTY **VOR-A**
NA when local weather not available.

PITTSBURGH INTL **ILS Rwy 10L[1]**
ILS or LOC Rwy 10R[1]
ILS or LOC Rwy 28L[1]
ILS or LOC Rwy 28R[1]
ILS or LOC Rwy 32[1]
RNAV (RNP) Z Rwy 10R[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

POINT PLEASANT, WV

MASON COUNTY **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]

NA when local weather not available.
[1]Categories A,B,1300-2;Category C,D,1300-3.
[2]Category A,B,1100-2;Category C,D, 1100-3.

NAME ALTERNATE MINIMUMS

QUAKERTOWN, PA

QUAKERTOWN **NDB Rwy 29**
RNAV (GPS) Rwy 29

NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 36[13]
NDB Rwy 36[23]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

SELINSGROVE, PA

PENN VALLEY **RNAV (GPS) Rwy 17**
VOR-A

NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]

NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

WASHINGTON, PA

WASHINGTON COUNTY . **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]

NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
WHEELING, WV	
WHEELING OHIO COUNTY	**ILS or LOC Rwy 3[1]**
	RNAV (GPS) Rwy 3
	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 34
	VOR Rwy 21

Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

WILKES-BARRE-SCRANTON, PA	
WILKES-BARRE-SCRANTON INTL	**ILS or LOC/DME Rwy 4[1]**
	ILS or LOC/DME Rwy 22[1]
	NDB or GPS-A[2]
	RNAV (GPS) Rwy 4[1]
	RNAV (GPS) Rwy 22[1]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

YORK, PA	
YORK	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ZELIENOPLE, PA	
ZELIENOPLE MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35

NA when local weather not available.

HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1260**-1	432	(500-1)	C	**1260**-1¼	432	(500-1¼)
			D	**1260**-1½	432	(500-1½)				
	3		AB	**1240**-1	412	(500-1)	CD	**1240**-1¼	412	(500-1¼)
	12		AB	**1340**/24	512	(600-½)	C	**1340**/50	512	(600-1)
			D	**1340**/60	512	(600-1¼)				
	30		AB	**1300**-1	472	(500-1)	C	**1300**-1¼	472	(500-1¼)
			D	**1300**-1½	472	(500-1½)				
CIR			AB	**1340**-1	512	(600-1)	C	**1340**-1½	512	(600-1½)
			D	**1420**-2	592	(600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15[17]	3.25°/60/893	ABCDE	**524**-½	200	(200-½)
	33[2]	3.0°/45/919	AB	**558**-½	200	(200-½)
			CDE	**558**-¾	200	(200-¾)
PAR W/O GS	15[38]		ABCD	**720**-¾	396	(400-¾)
			E	**720**-1	396	(400-1)
	33[4]		ABCDE	**640**-1	282	(300-1)
ASR	33[5]		ABC	**720**-¾	362	(400-¾)
			DE	**720**-1	362	(400-1)
	15[68]		ABC	**800**-¾	476	(500-¾)
			D	**800**-1	476	(500-1)
			E	**800**-1¼	476	(500-1¼)
CIR ASR	All Rwy		A	**800**-1	442	(500-1)
			B	**960**-1	602	(700-1)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)
CIR PAR W/O GS	All Rwy		A	**800**-1¼	442	(500-1¼)
			B	**960**-1¼	602	(700-1¼)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

NAME	TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.
Rwy 25, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA
BUTLER COUNTY/K.W. SCHOLTER FIELD
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

CARLISLE, PA
CARLISLE
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-2¼ or std. w/ min. climb of 240' per NM to 1400. **Rwy 15,** std. w/ min. climb of 444' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 300-1 or std. w/ min. climb of 399' per NM to 1400. **Rwy 33,** 400-2 or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. **Rwy 15,** terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132' MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. **Rwy 23,** Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.

CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

ORIG 08213 (FAA)

NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 2 10154 (FAA)
NOTE: **Rwy 7,** wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL. **Rwy 25,** wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA
BRADEN AIRPARK
TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.
DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18,36** only.

EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV
ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD
TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.
DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.
NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA
ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.
NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD (4G7)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2¾ or std. w/ min. climb of 420' per NM to 1800. **Rwy 23,** 500-2¾ w/ min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

GETTYSBURG, PA

GETTYSBURG RGNL (W05)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA, obstacles. **Rwy 24,** std. w/ min. climb of 310' per NM to 1900, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 1900 before proceeding on course, or for climb in visual conditions cross Gettysburg Rgnl airport at or above 1700 before proceeding on course.

NOTE: **Rwy 24,** vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

GROVE CITY, PA

GROVE CITY (29D)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE (N30)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternativley, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 36,** 500-2¾ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning right.

NOTE: **Rwy 18,** tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. **Rwy 36,** trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

Rwy 31, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)
AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)
AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

MEADVILLE, PA

PORT MEADVILLE

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 2000 before proceeding on course.

MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)
AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/ 215' MSL.

PHILADELPHIA, PA (CON'T)

PHILADELPHIA INTL (PHL)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24,** mulitiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/ 1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure endof runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN MUNI (N47)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4**,**22**, climb runway heading to 1300 before proceeding on course.

NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

READING, PA

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

ST. MARYS, PA

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

SELINGSGROVE, PA

PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

SEVEN SPRINGS BOROUGH, PA

SEVEN SPRINGS

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SHAMOKIN, PA

NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

SOMERSET, PA

SOMERSET COUNTY (2G9)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.

NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/ 2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

SPENCER, WV

BOGGS FIELD (USW)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.

NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/ 1059' MSL.

STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA

SPRING HILL (70N)
AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/ 1879' MSL.

SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA

BENDIGO (74N)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA

GREENE COUNTY (WAY)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA

WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA

BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 9,** 600-1 required or std. with a min. climb of 255' per NM to 1600. **Rwy 12**, 1300-1. **Rwy 15**, 1500-1 required; night IFR take- off NA. **Rwy 27**, 1300-1 required or 500-1 required with a min. climb of 235' per NM to 1400. **Rwy 30**, 900-1 required or std. with a min. climb of 236' per NM to 1400. **Rwy 33**, 1500-1 required or std. with a min. climb of 295' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 9**, climb straight ahead to 2500 via PIX NDB or IPT LOC Front Course before proceeding on course. **Rwys 12, 15**, left climbing turn as soon as practicable after take off, intercept IPT LOC Front Course and climb eastbound to 2500 before proceeding on course. **Rwy 27**, turn right, maintain visual reference until established on 300° heading. Intercept the MIP R-318 and continue climb to 2500 before proceeding on course. **Rwys 30, 33**, climb straight ahead to 2500 before proceeding on course.

WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

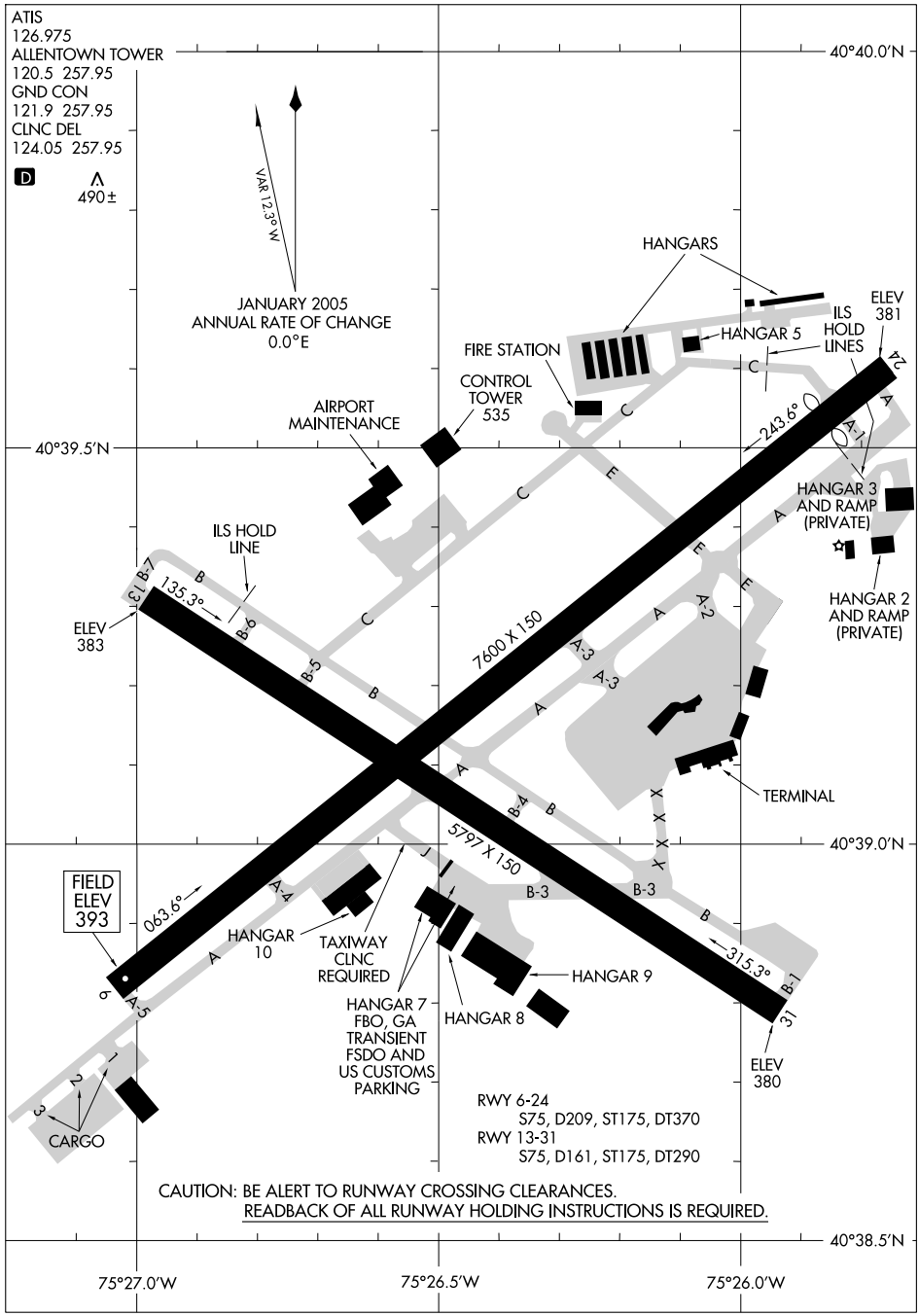
NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

09239

AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA



NE-4, 03 JUN 2010 to 01 JUL 2010

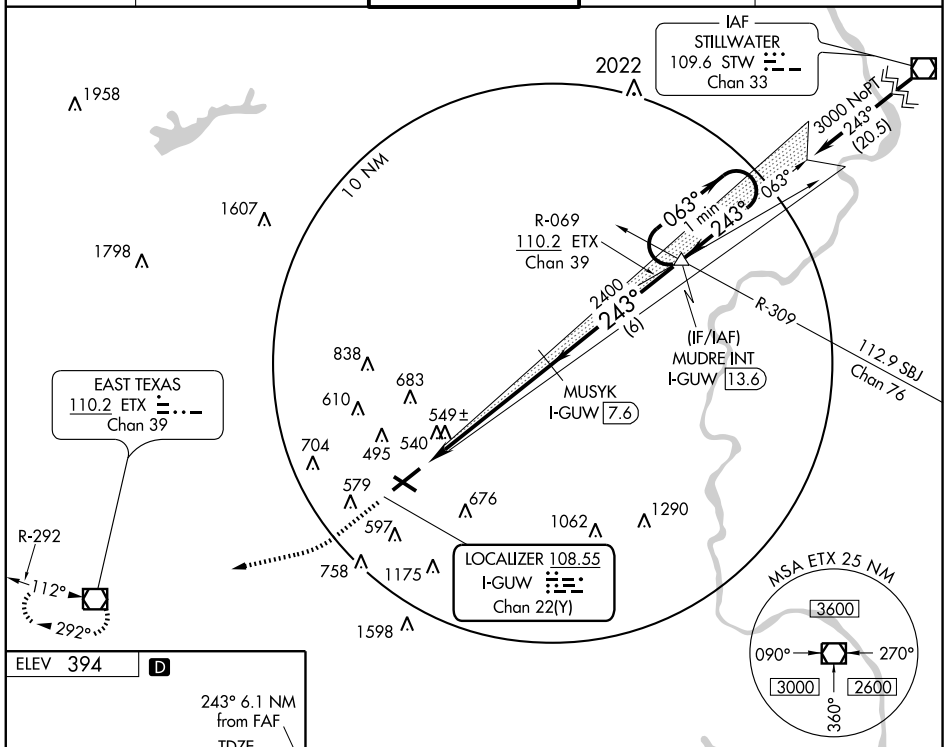
LOC/DME I-GUW	APP CRS	Rwy Idg 7100
108.55	243°	TDZE 386
Chan 22 (Y)		Apt Elev 394

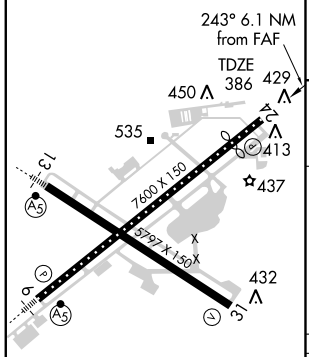
ILS or LOC/DME RWY 24

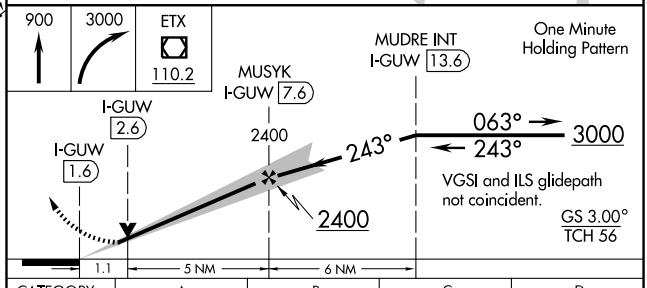
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
S-ILS 24	586/40 200 (200-¾)			
S-LOC 24	780/50 394 (400-1)			780/60 394 (400-1¼)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-ABE	APP CRS	Rwy Idg	7600
110.7	063°	TDZE	394
		Apt Elev	394

ILS or LOC RWY 6

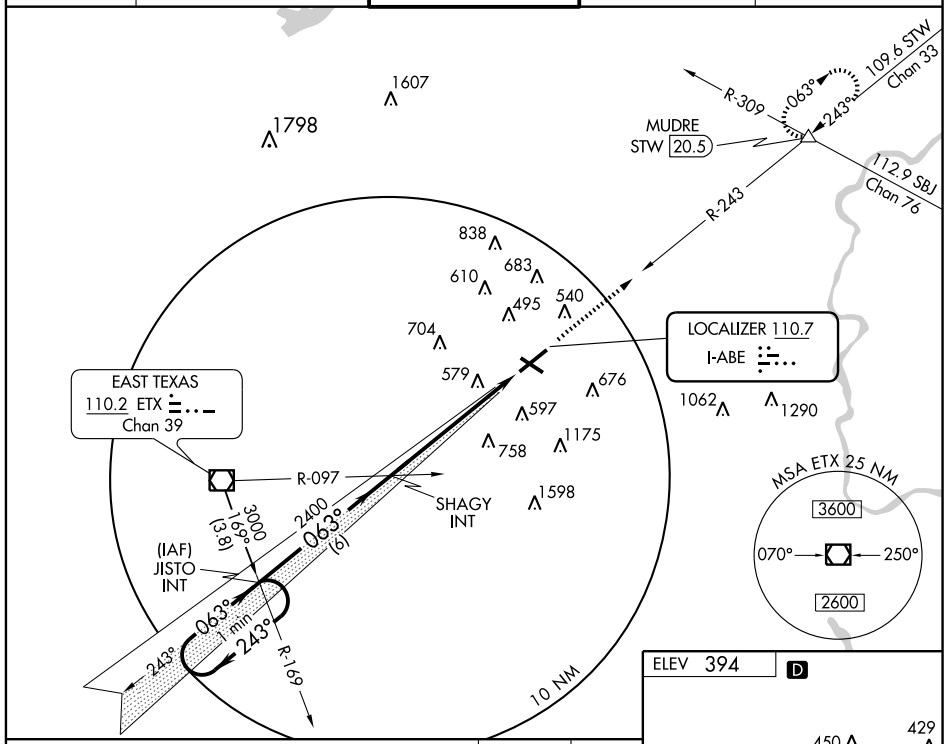
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

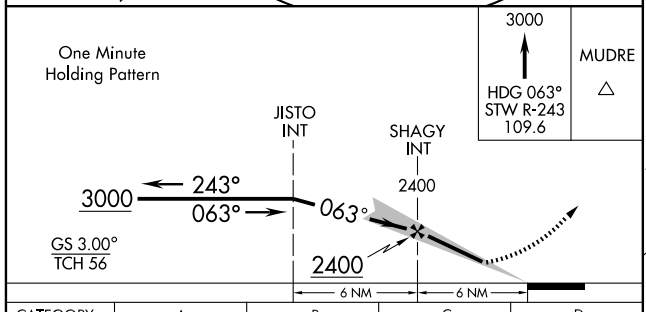
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

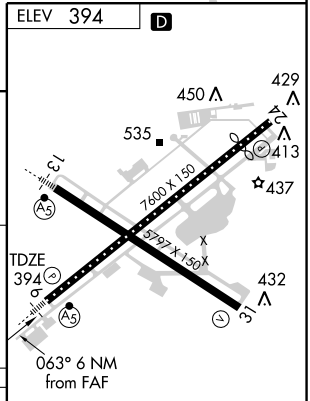
MALSR

MISSED APPROACH: Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
S-ILS 6	*594/24 200 (200-½)			
S-LOC 6	820/24 426 (500-½)		820/40 426 (500-¾)	
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-BXY	APP CRS	Rwy Idg	5797
111.9	135°	TDZE	387
		Apt Elev	394

ILS or LOC RWY 13

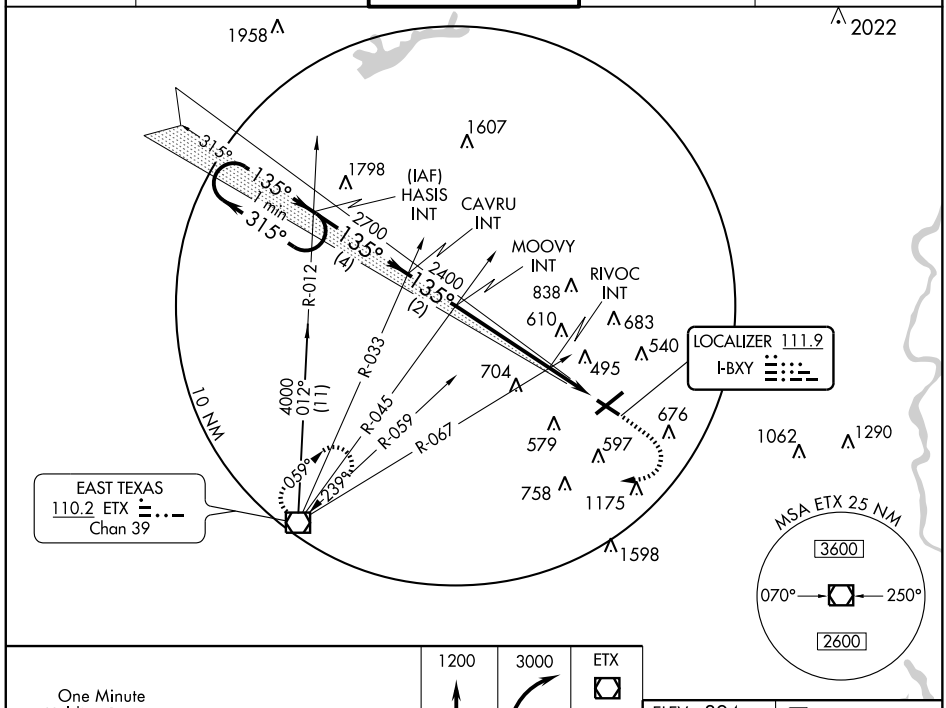
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

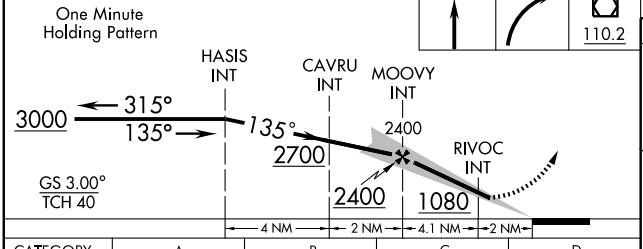
For inoperative MALSR increase RIVOC FIX MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

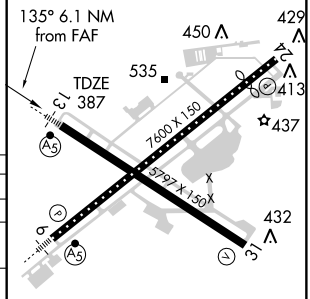
ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
S-ILS 13	587-½ 200 (200-½)			
S-LOC 13	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1 686 (700-1)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)
RIVOC FIX MINIMUMS				
S-LOC 13	720-½ 333 (400-½)			720-¾ 333 (400-¾)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

ELEV 394 D



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7100
243°	TDZE	386
	Apt Elev	394

RNAV (GPS) RWY 24

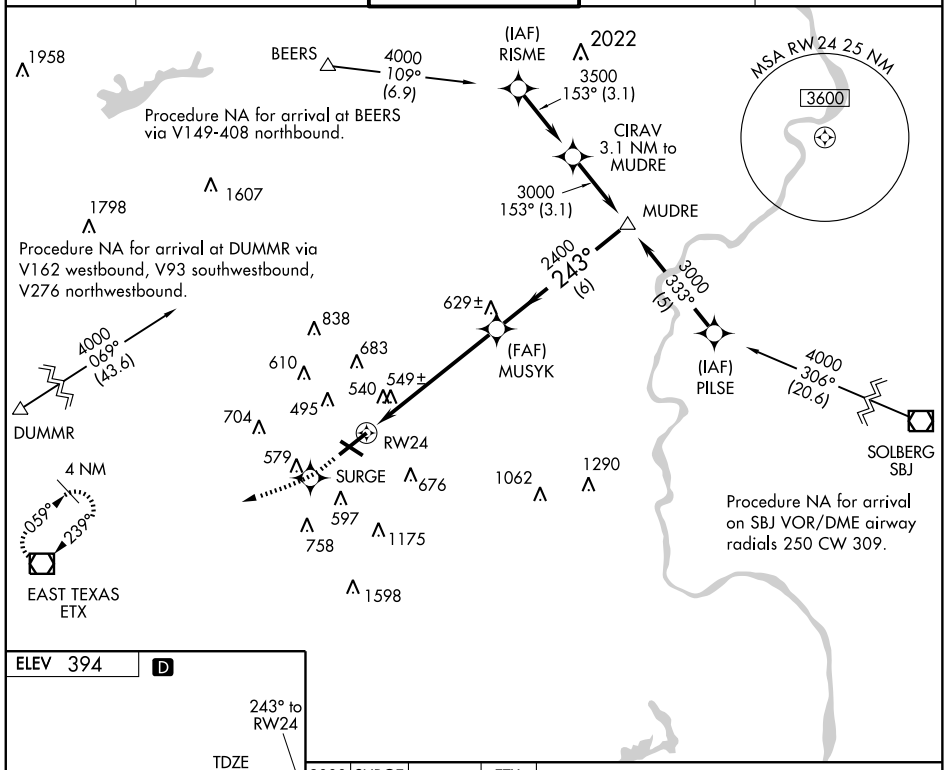
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

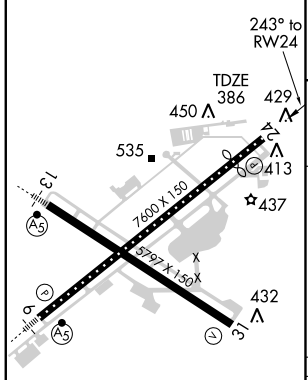
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

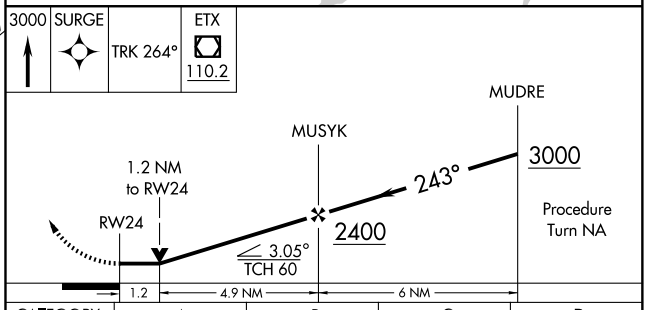
NA

MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LNAV MDA	820/50 434 (500-1)		820/60 434 (500-1¼)	820-1½ 434 (500-1½)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS Ch 82499 W31A	APP CRS 315°	Rwy Idg 5797 TDZE 384 Apt Elev 393

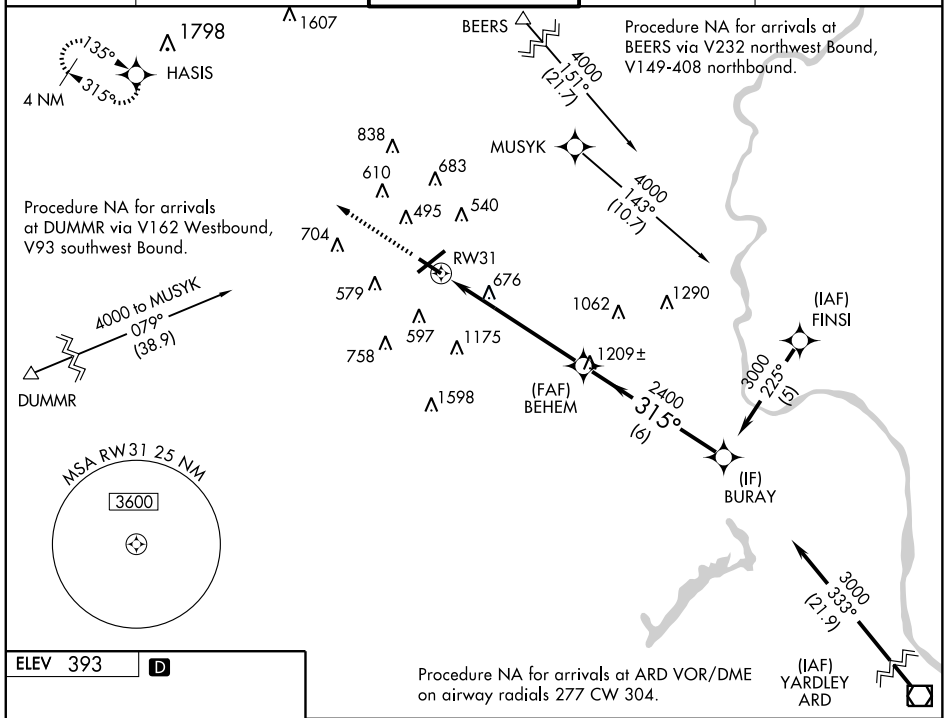
RNAV (GPS) RWY 31

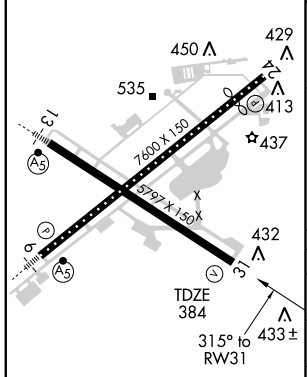
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

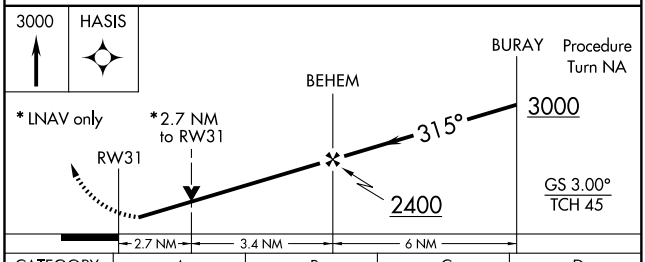
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 direct HASIS and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LPV DA	641-1 257 (300-1)			
LNAV/ VNAV DA	743-1¼ 359 (400-1¼)			
LNAV MDA	1280-1¼ 896 (900-1¼)		1280-2¾ 896 (900-2¾)	1280-3 896 (900-3)
CIRCLING	1280-1¼ 887 (900-1¼)		1280-2¾ 887 (900-2¾)	1280-3 887 (900-3)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Y RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV CAT D.

NA

MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95

Procedure NA for arrival at BEERS via V149-408 northbound.

BEERS 1607 1798 4000 226° (21.3)

4 NM 063° 243° MUDRE

539 838 683 610 540 704 495 579 676 597 1062 1290 758 1175 1598

Procedure NA for arrival at DUMMR via V162 westbound, V93 southwestbound, V276 northwestbound.

SASSO 1.2 NM to RW06

RW06

(IAF) SEPDE 4000 080° (19) DUMMR

3000 153° (5)

(FAF) SHAGY 2400 063° (6)

JISTO

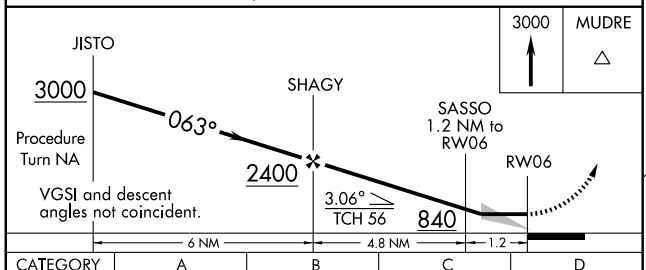
3000 333° (5)

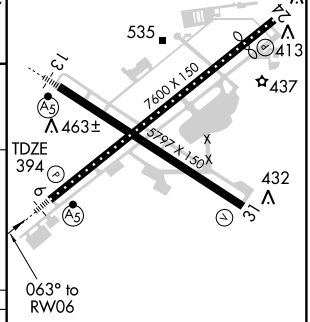
(IAF) HARNI 4000 304° (33.5)

YARDLEY ARD

MSA RW06 25 NM 3600

Procedure NA for arrival on ARD VOR/DME airway radials 265 CW 304.





CATEGORY	A	B	C	D
LNAV MDA	720/24 326 (400-½)			720/50 326 (400-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Y RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

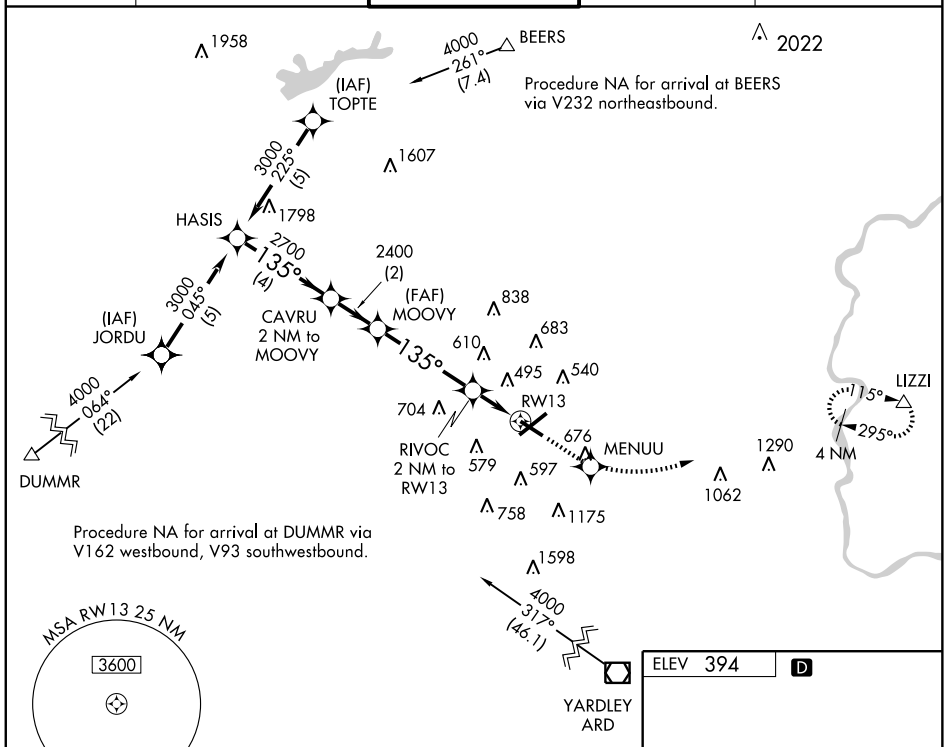
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

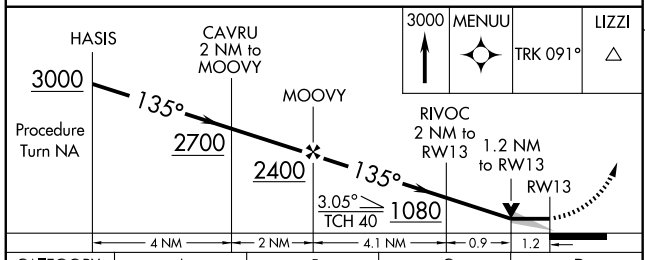
NA

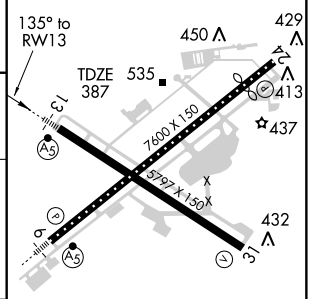
MALSR

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LNAV MDA	800-½ 413 (500-½)		800-¾ 413 (500-¾)	800-1 413 (500-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Z RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

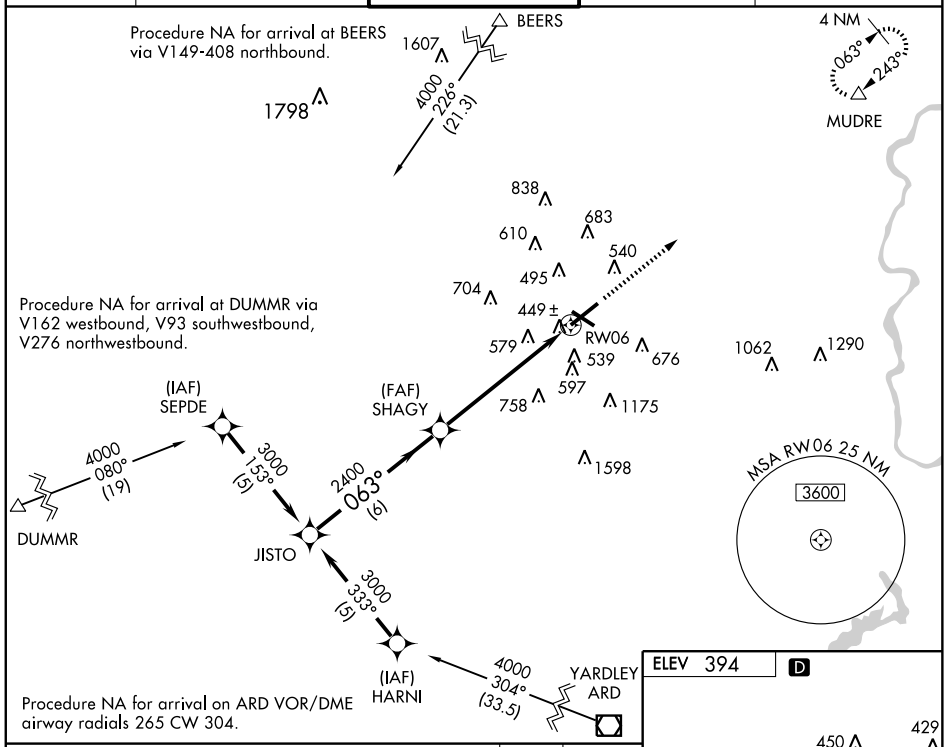
NA

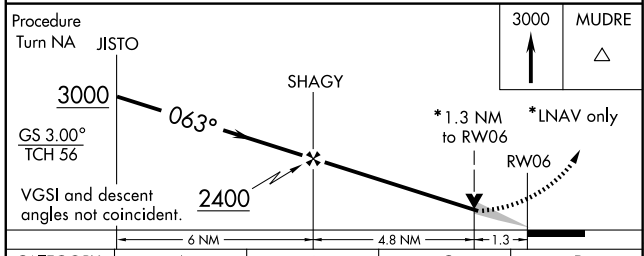
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

MALSR

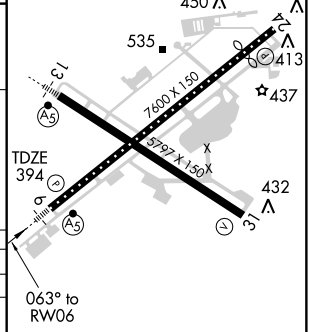
MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	840/50 446 (500-1)			
LNAV MDA	840/24 446 (500-½)		840/40 446 (500-¾)	840/50 446 (500-1)
CIRCLING	840-1½ 446 (500-1½)	860-1½ 466 (500-1½)	880-1½ 486 (500-1½)	980-2 586 (600-2)



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Z RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

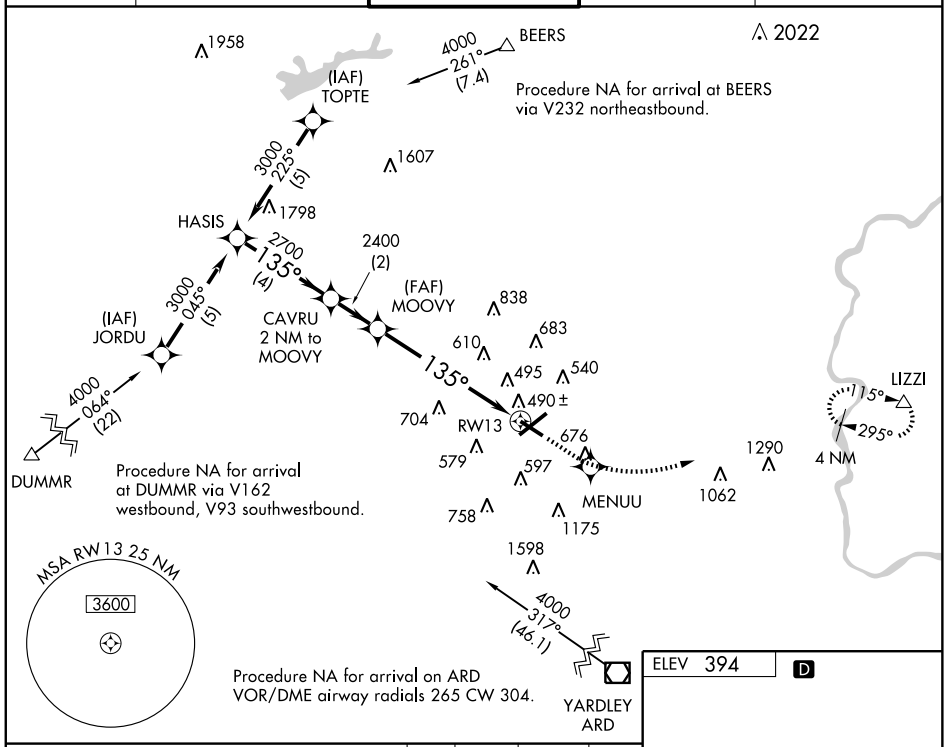
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

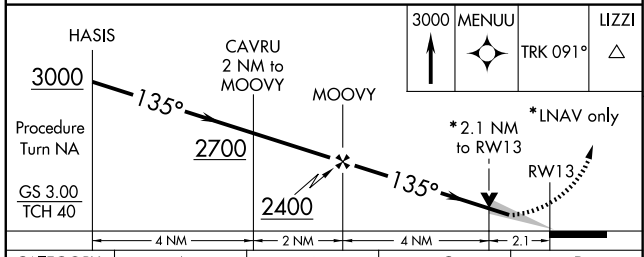
NA

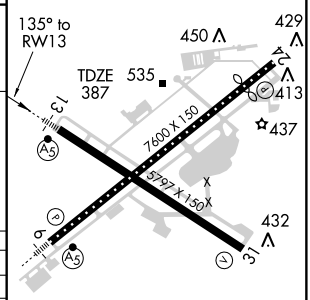
MALSR

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	800-1 413 (500-1)			
LNAV MDA	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1½ 686 (700-1½)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC FJC	APP CRS	Rwy Idg	N/A
117.5	182°	TDZE	N/A
Chan 122		Apt Elev	393

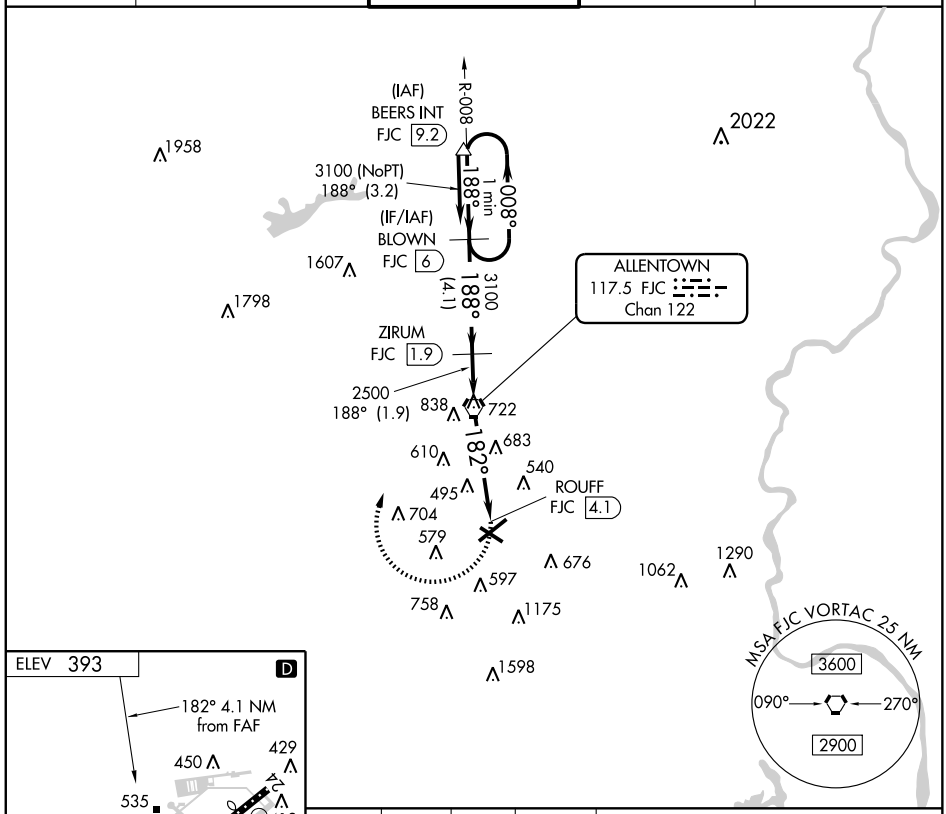
TACAN-C

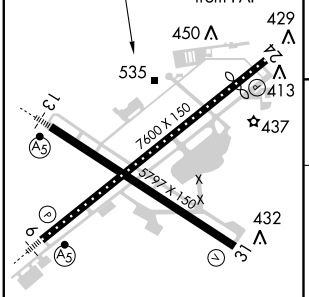
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

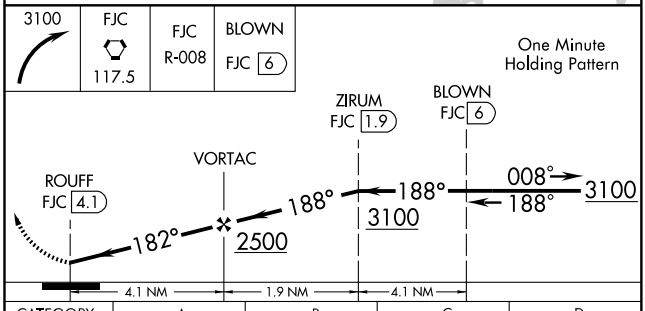
MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



CATEGORY	A	B	C	D
CIRCLING	940-1	547 (600-1)	940-1½ 547 (600-1½)	980-2 587 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC FJC	APP CRS	Rwy Idg	N/A
117.5	182°	TDZE	N/A
Chan 122		Apt Elev	393

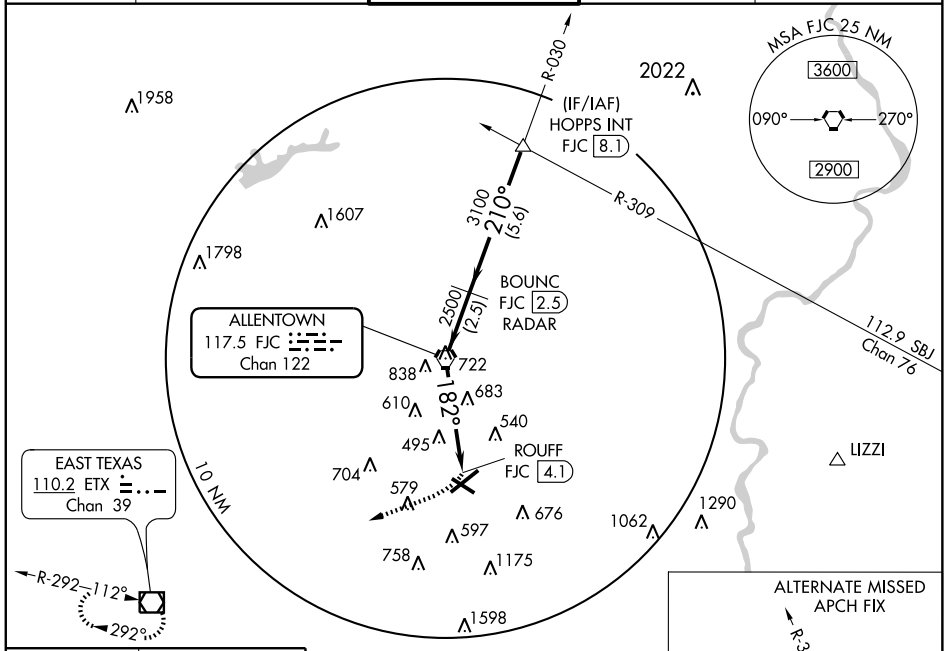
VOR-A

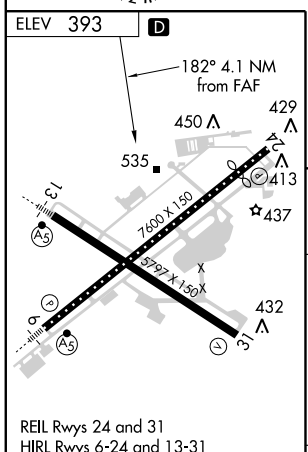
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

DME or RADAR required.
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

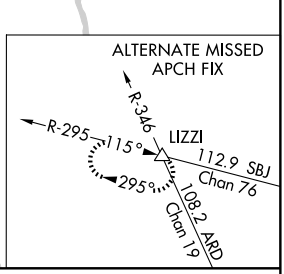
MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

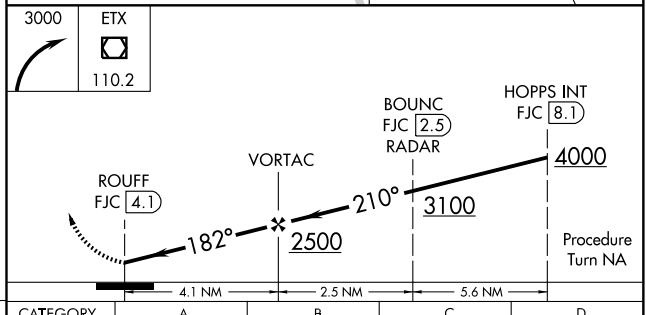
ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	940-1 547 (600-1)		940-1½ 547 (600-1½)	980-2 587 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3949
070°	TDZE	390
	Apt Elev	399

RNAV (GPS) RWY 7

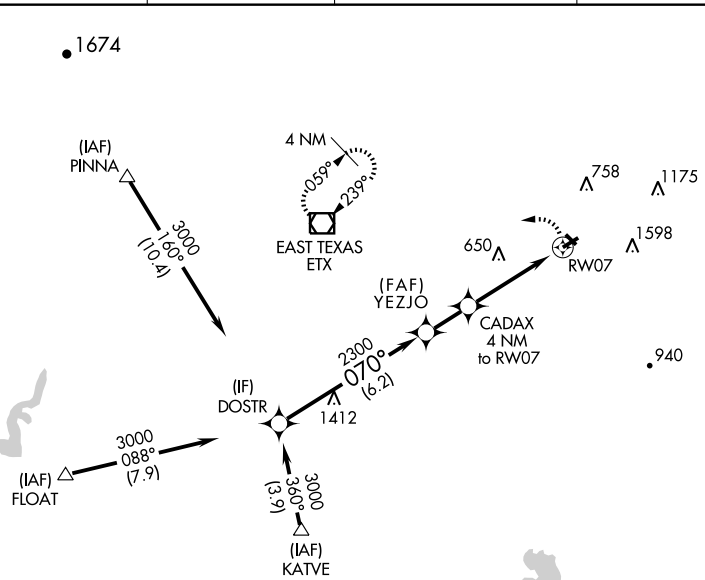
ALLENTOWN-QUEEN CITY MUNI (XLL)

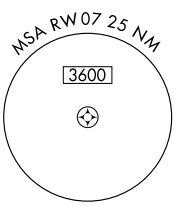
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.
Circling NA south of Rwys 7 and 25.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

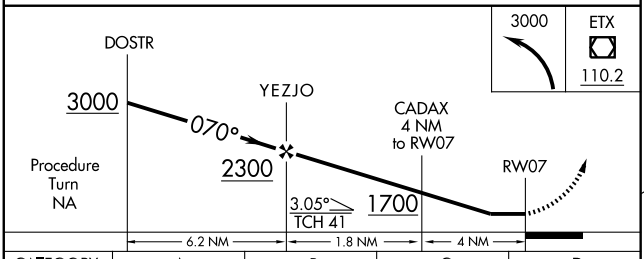
NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

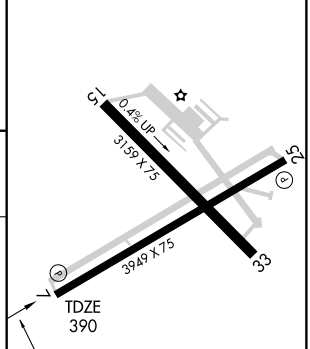
AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	NA
CIRCLING	920-1 521 (600-1)	940-1 541 (600-1)	940-1½ 541 (600-1½)	NA



MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

VOR/DME ETX	APP CRS	Rwy Idg	N/A
110.2	103°	TDZE	N/A
Chan 39		Apt Elev	399

VOR-B

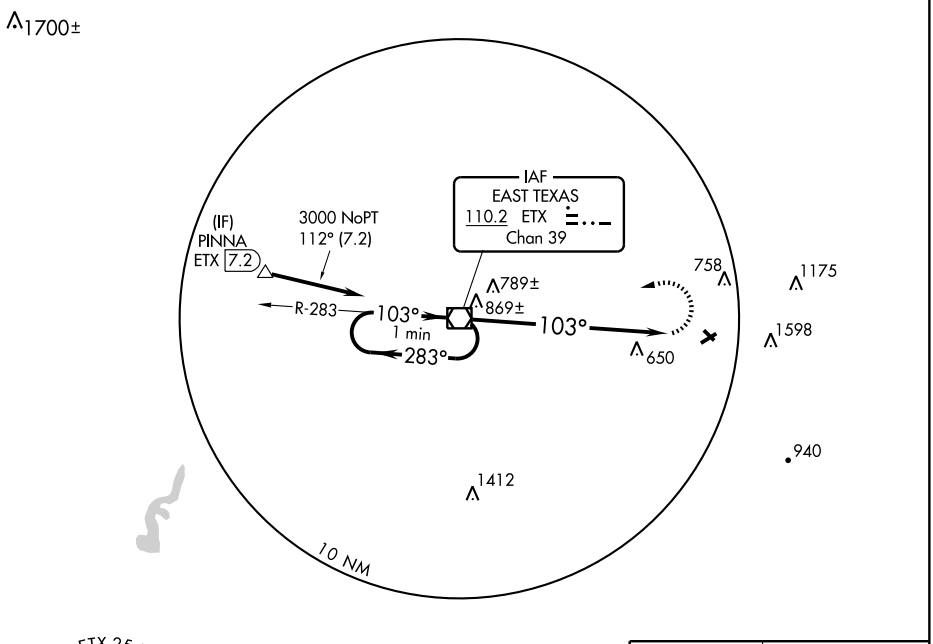
ALLENTOWN-QUEEN CITY MUNI (XLL)

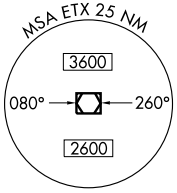
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile. Circling NA south of Rwys 7 and 25.

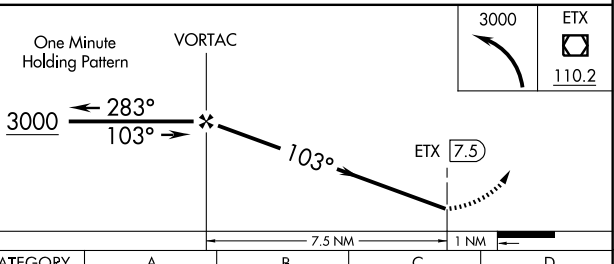
NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

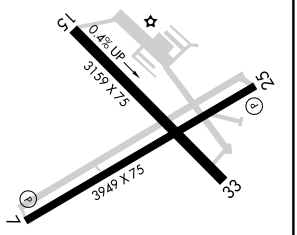
AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L







ELEV 399



MIRL Rwys 7-25 and 15-33 L

REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
CIRCLING	1200-1½ 801 (900-1½)		1200-2¼ 801 (900-2¼)	NA

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-AOO	APP CRS	Rwy Idg	5465
111.1	206°	TDZE	1487
		Apt Elev	1504

ILS or LOC RWY 21

ALTOONA-BLAIR COUNTY (AOO)

MALSR

MISSED APPROACH: Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6

TYRONE 114.9 TON Chan 96

(IAF) STNLY INT

4500 172° (9.4)

026°

(IAF) HUDON

4300 NoPT 254° (10.2)

4500 093° (21.6)

R-093

R-106

4300 NoPT 172° (5.4)

026° 1 min 206°

REVLOC 110.6 REC Chan 43

2850

2798

(IF/IAF) KEWER INT

3500 206° (6.1)

R-172

R-074

2019±

ALTOONA 108.8 AOO

ALTOO OM

3135

3054

3216

3095±

2284

MSA AOO 25 NM

180°

4400

3900

360°

113.0 JST Chan 77

3180±

3113

2200

2502

4300 to KEWER INT 022° (10.6)

2498

1759±

033°

213°

3164

2365

10 NM

ELEV 1504 D

206° 6 NM from FAF

21

TDZE 1487

2290

LOCALIZER 111.1 I-AOO

2350

2595

R-213

4300

2550 026° (12.6)

TATES

1469

12

0.6% UP

1517

03

1551

3668 X 75

1573

5465 X 100

1580

3

HIRL Rwy 3-21 L

MIRL Rwy 12-30 L

REIL Rwys 3, 12 and 30 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

2200 AOO R-213

4300

AOO 108.8

One Minute Holding Pattern

KEWER INT

ALTOO OM

3479

206°

026°

206°

4300

GS 3.00°

TCH 52

3500

6 NM

6.1 NM

CATEGORY	A	B	C	D
S-ILS 21	1687-½ 200 (200-½)			
S-LOC 21	2020-½ 533 (600-½)		2020-1 533 (600-1)	2020-1¼ 533 (600-1¼)
CIRCLING	2020-1 516 (600-1)	2060-1 556 (600-1)	2060-1½ 556 (600-1½)	2520-3 1016 (1100-3)

NE-4. 03 JUN 2010 to 01 JUL 2010

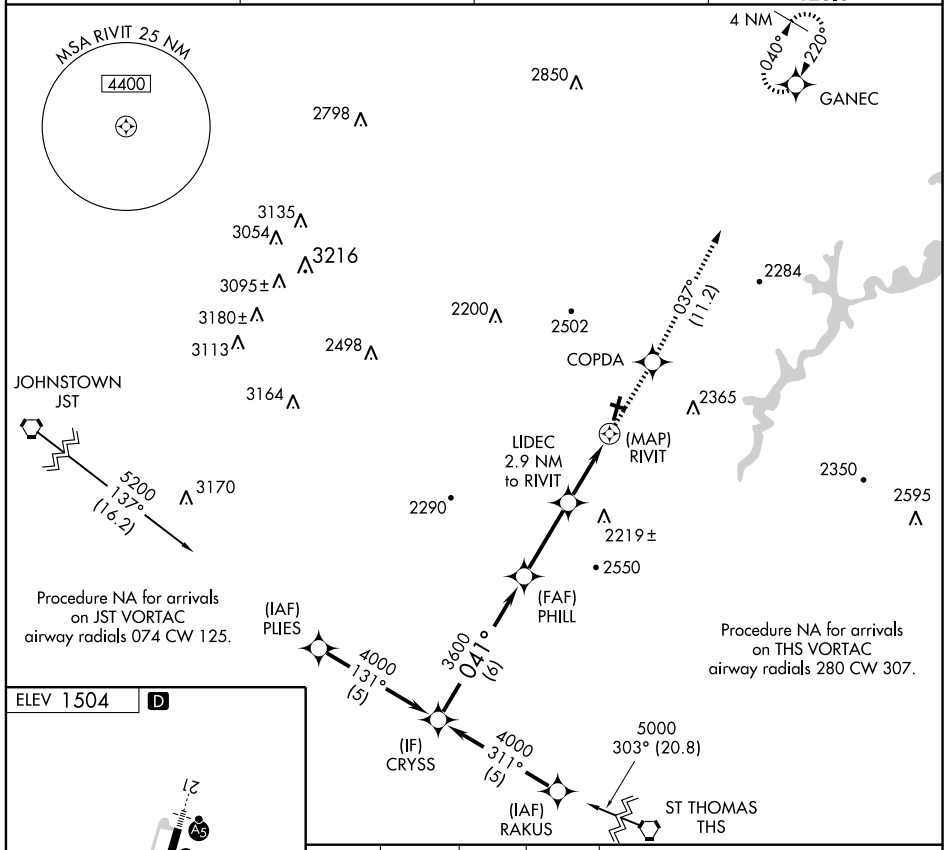
APP CRS	Rwy Idg	5465
041°	TDZE	1504
	Apt Elev	1504

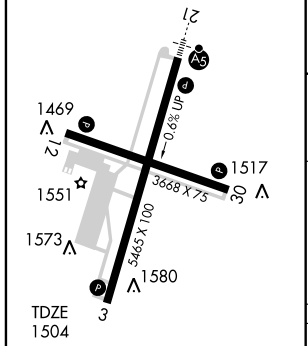
RNAV (GPS) RWY 3
ALTOONA-BLAIR COUNTY (AOO)

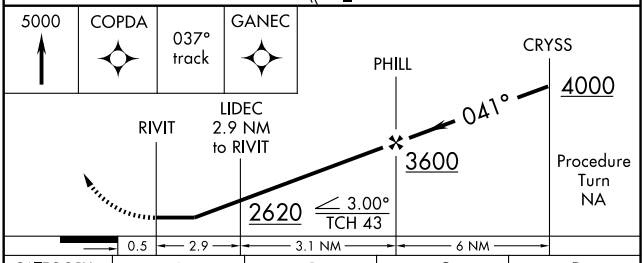
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.

ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6







CATEGORY	A	B	C	D
LNAV MDA	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2340-2¾ 836 (900-2¾)
CIRCLING	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2620-3 1116 (1200-3)

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5465
220°	TDZE	1487
	Apt Elev	1504

RNAV (GPS) Y RWY 21

ALTOONA-BLAIR COUNTY (AOO)

DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6

REVLOC REC
4500
094°
(21.6)

Procedure NA for arrivals on REC VOR/DME airway radials 105 CW 116.

(IAF) STNLY

4300 NoPT 152° (7.1)

4 NM

040°

220°

4300 NoPT 247° (7.8)

(IAF) HUDON

Procedure NA for arrivals at HUDON via V106 northeast bound.

3700 220° (6)

(IF/IAF) GANEC

(FAF) DADBE

(MAP) HAXUP

1693

FEDGA

10 NM

MSA HAXUP 25 NM
4400

2850 2798 3054 3135 3216 3095± 3180± 2498 3164 2200 2502 2284 2365 2290 2350 2595 2550 2570 2619

MISSED APCH FIX
CRYSS
041°
221°
4 NM

219° (11.3)

ELEV 1504 D

TDZE 1487

21

1469 12 0.6% UP 1517 30 1551 3668 X 75 1573 5465 X 100 1580 3

5000	FEDGA	219° track	CRYSS

GANEC

040°

220°

4300

DADBE

220°

1.3 NM to HAXUP

HAXUP

3.00°
TCH 54

3700

4 NM Holding Pattern

0.5 1.3 5.1 NM 6.0 NM

CATEGORY	A	B	C	D
LNAV MDA	2080-¾ 593 (600-¾)		2080-1 593 (600-1)	2080-1¼ 593 (600-1¼)
CIRCLING	2080-1 576 (600-1)		2080-1½ 576 (600-1½)	2620-3 1116 (1200-3)

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH 90105 W21A	APP CRS 206°	Rwy Idg 5465 TDZE 1487 Apt Elev 1504

RNAV (GPS) Z RWY 21

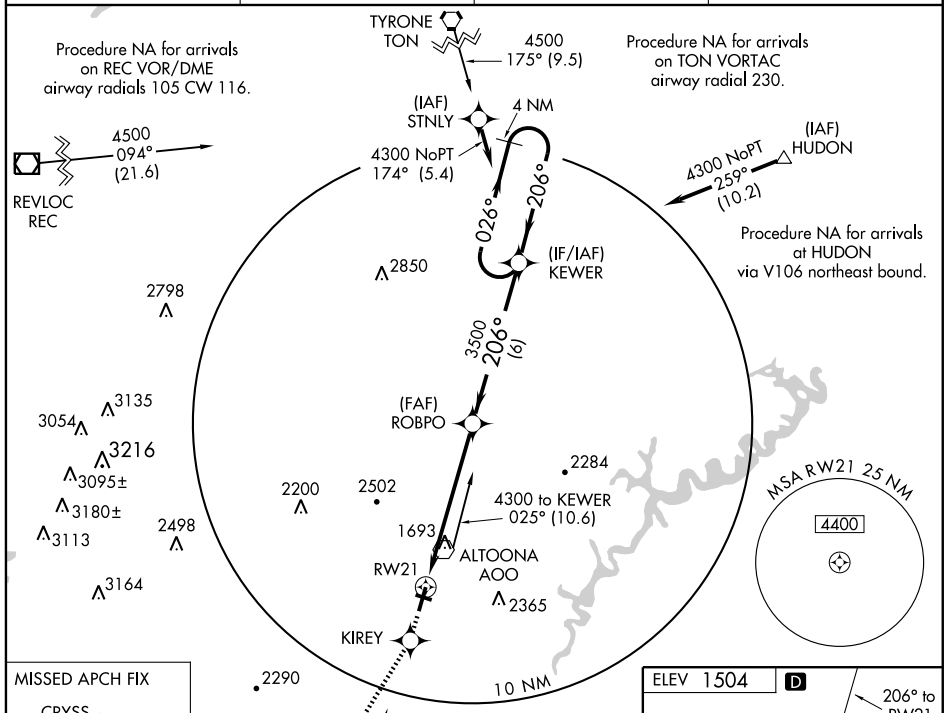
ALTOONA-BLAIR COUNTY (AOO)

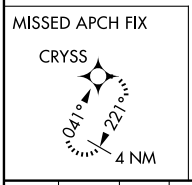
V NA — DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1¼ mile.

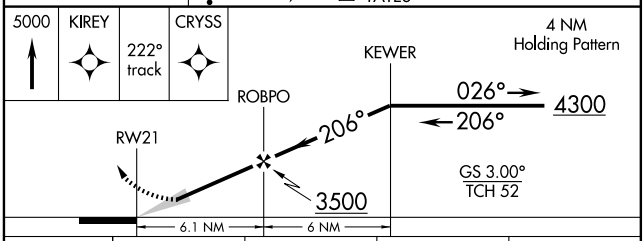
MALSR

MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.

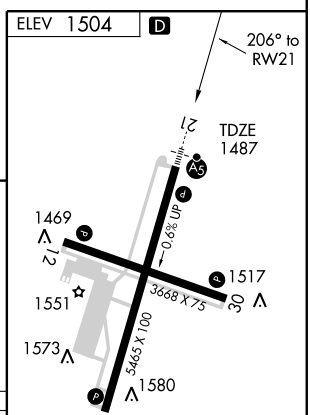
ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF L
127.125	121.2 299.2	123.6	123.6







CATEGORY	A	B	C	D
LPV DA	1800-¾ 313 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	NA			

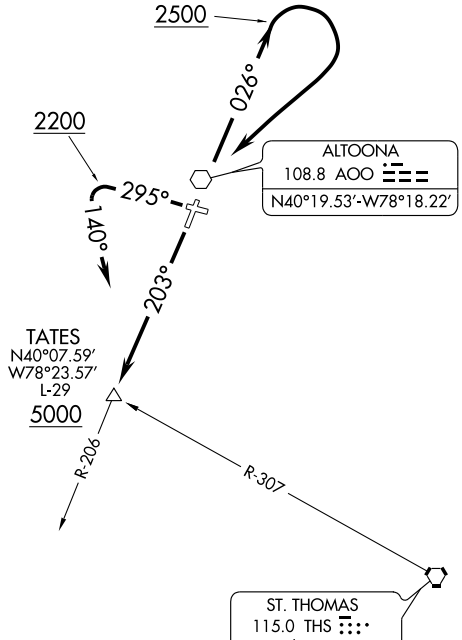


HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4. 03 JUN 2010 to 01 JUL 2010

TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD.
Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.
Rwy 30, STANDARD with the following minimum climb requirements: Obstacle climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT....

....Cross TATES INT at or above 5000. Then via (assigned route).

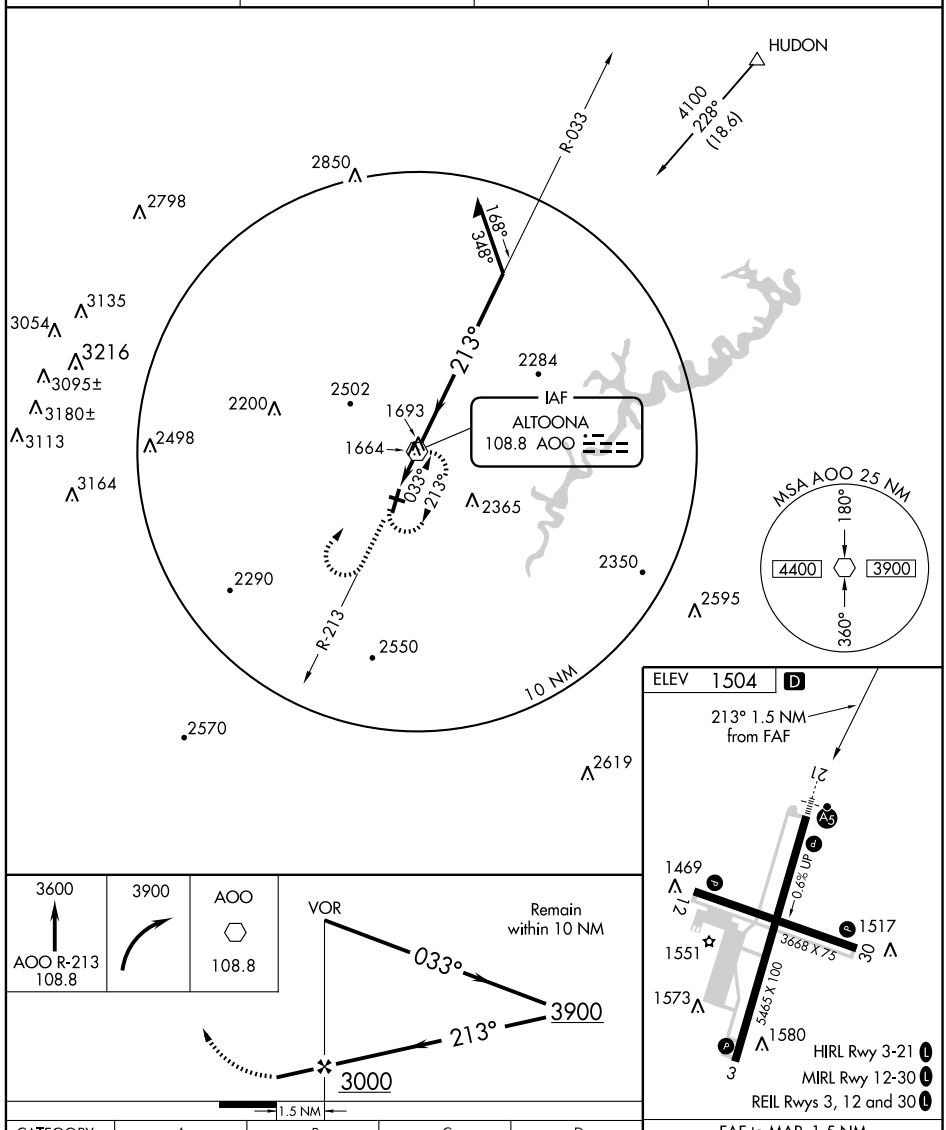
VOR AOO 108.8	APP CRS 213°	Rwy Idg N/A TDZE N/A Apt Elev 1504

VOR-A

ALTOONA-BLAIR COUNTY (AOO)

MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF (L)
127.125	121.2 299.2	123.6	123.6



3600	3900	AOO
AOO R-213 108.8		108.8

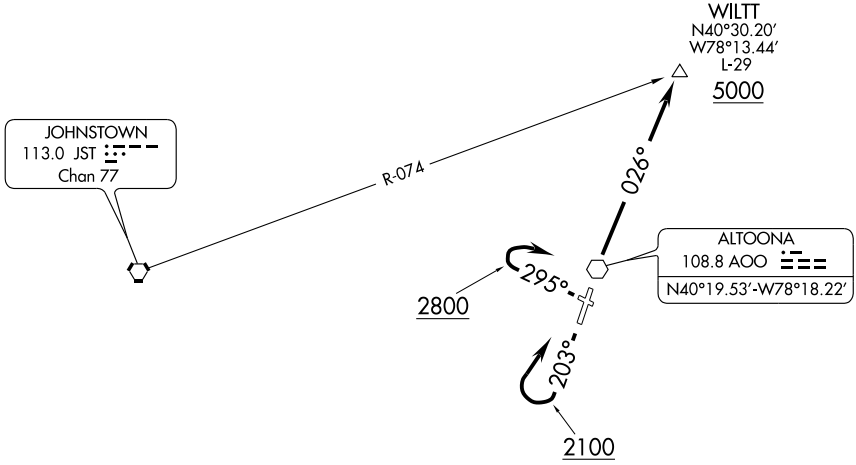
CATEGORY	A	B	C	D
CIRCLING	2420-1¼ 916 (1000-1¼)		2420-2¾ 916 (1000-2¾)	2620-3 1116 (1200-3)

FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4. 03 JUN 2010 to 01 JUL 2010

WILTT THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).
Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.
Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....

....Cross WILLT INT at or above 5000. Then via (assigned route).

NE-4, 03 JUN 2010 to 01 JUL 2010

09295

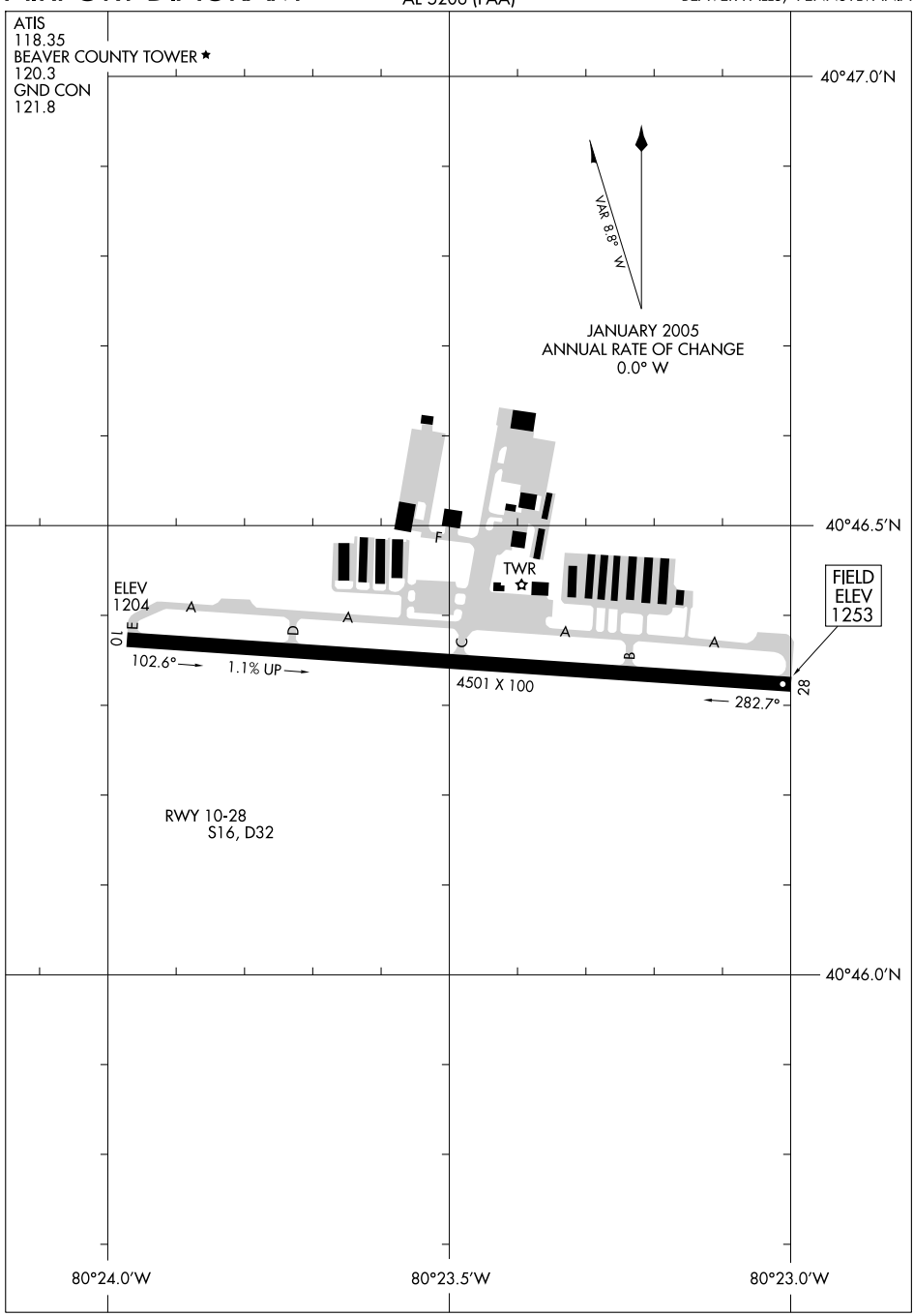
AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY (BVI)

BEAVER FALLS, PENNSYLVANIA

ATIS
118.35
BEAVER COUNTY TOWER ★
120.3
GND CON
121.8



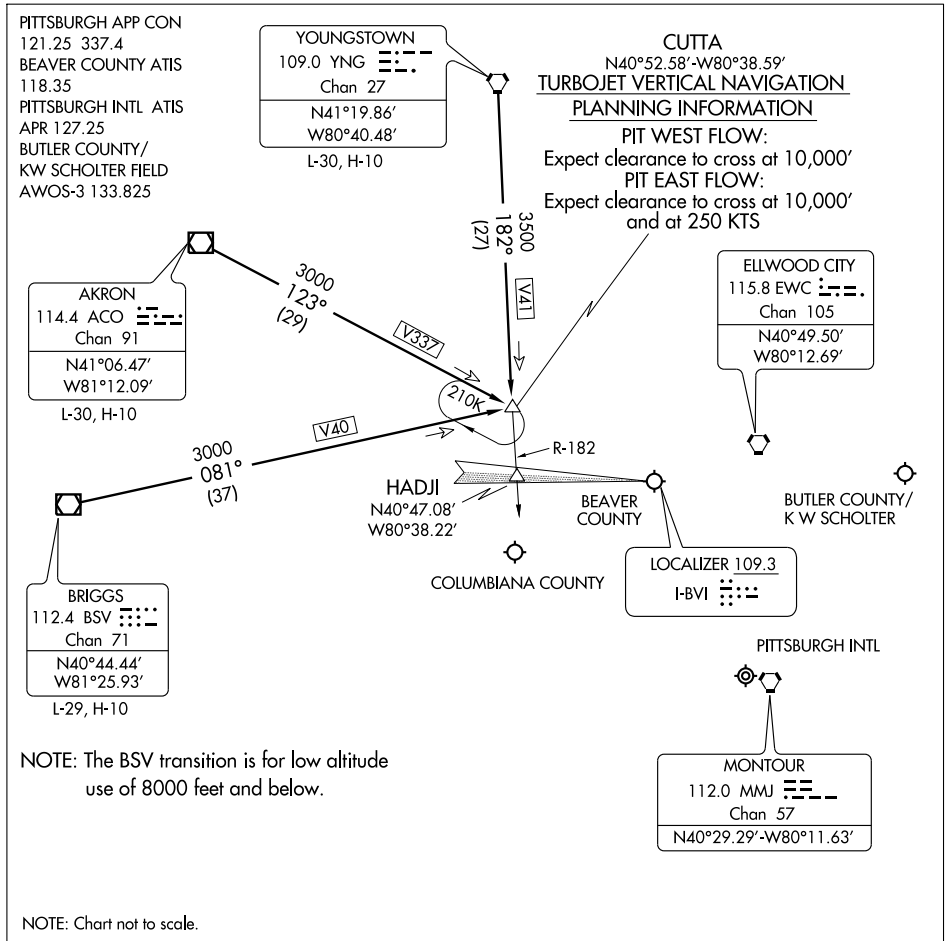
NE-4, 03 JUN 2010 to 01 JUL 2010

(CUTTA.CUTTA2) 10154

CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

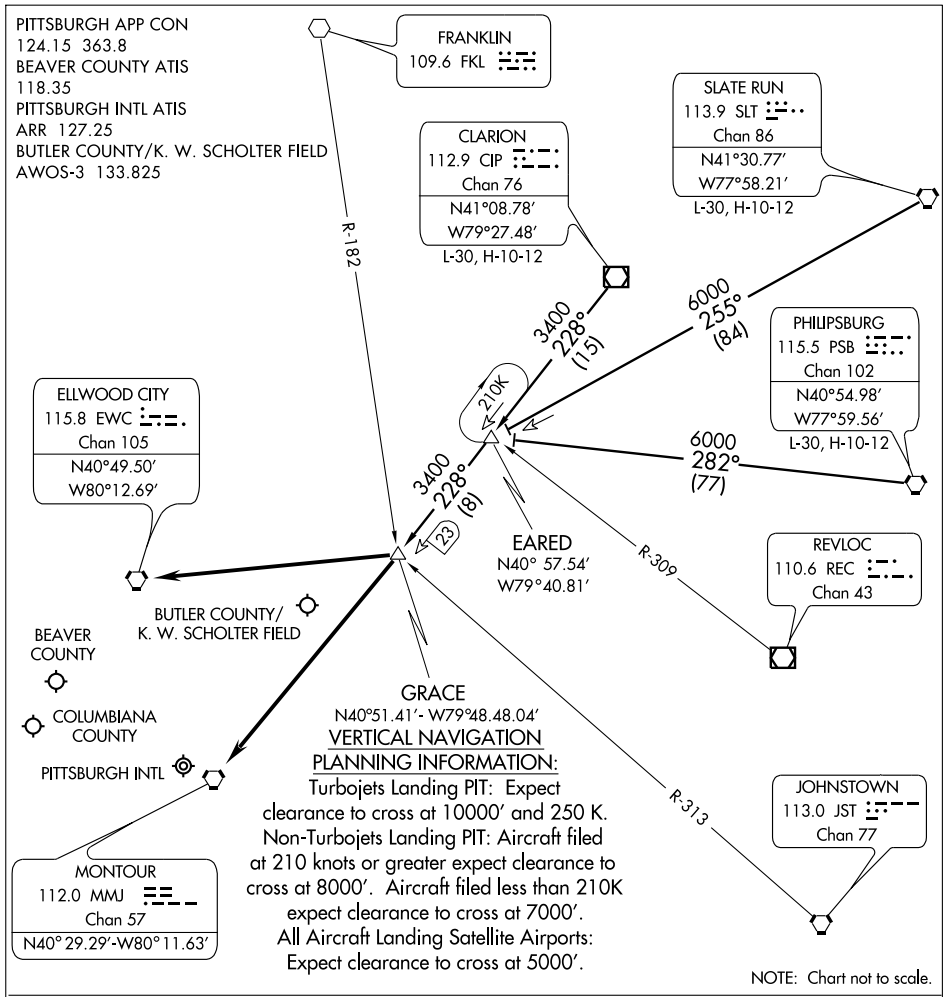
(WEST FLOW) direct EWC

BTP and 02G direct EWC

(GRACE.GRACE3) 10154 ST-570 (FAA)

GRACE THREE ARRIVAL

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-BVI	APP CRS	Rwy Idg	4501
109.3	101°	TDZE	1238
		Apt Elev	1253

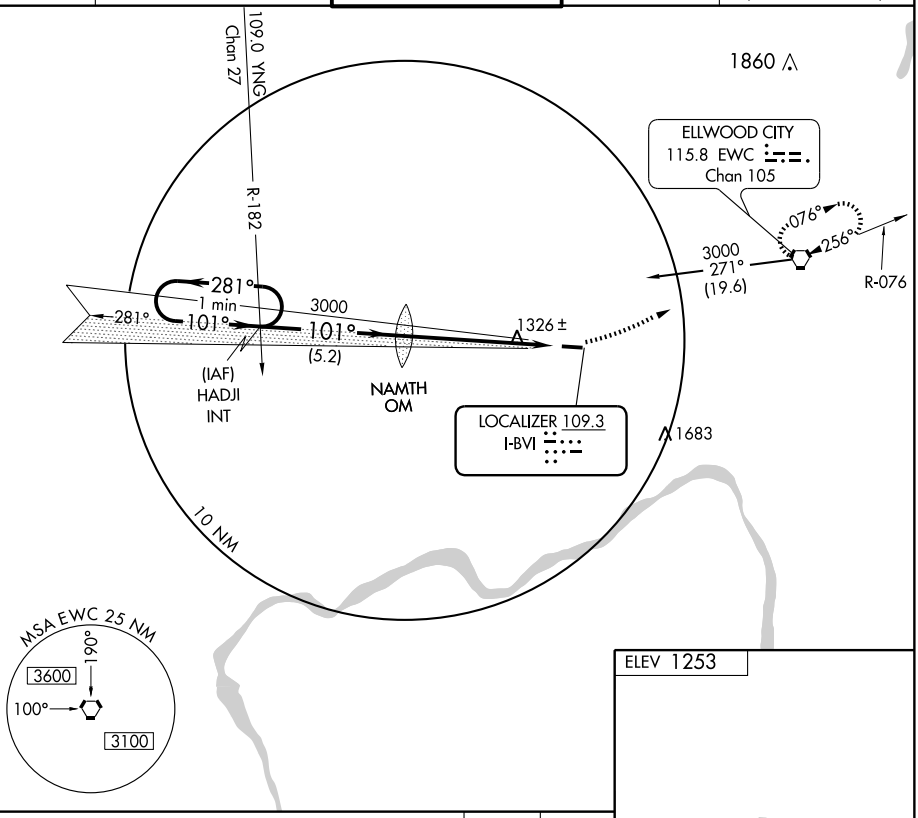
LOC RWY 10

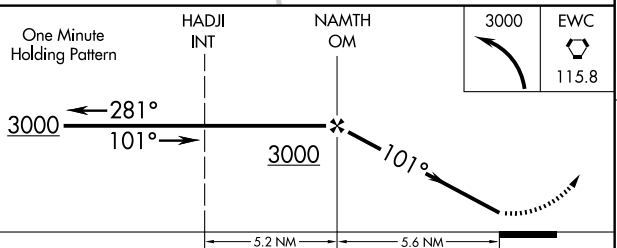
BEAVER FALLS/BEAVER COUNTY (BVI)

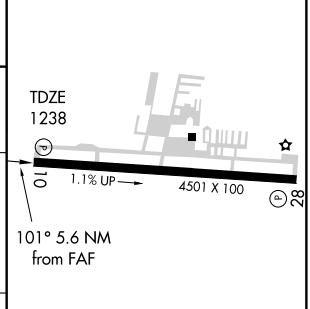
When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-10	1580-1 342 (400-1)			1580-1¼ 342 (400-1¼)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC EWC	APP CRS	Rwy Idg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

VOR or GPS RWY 28

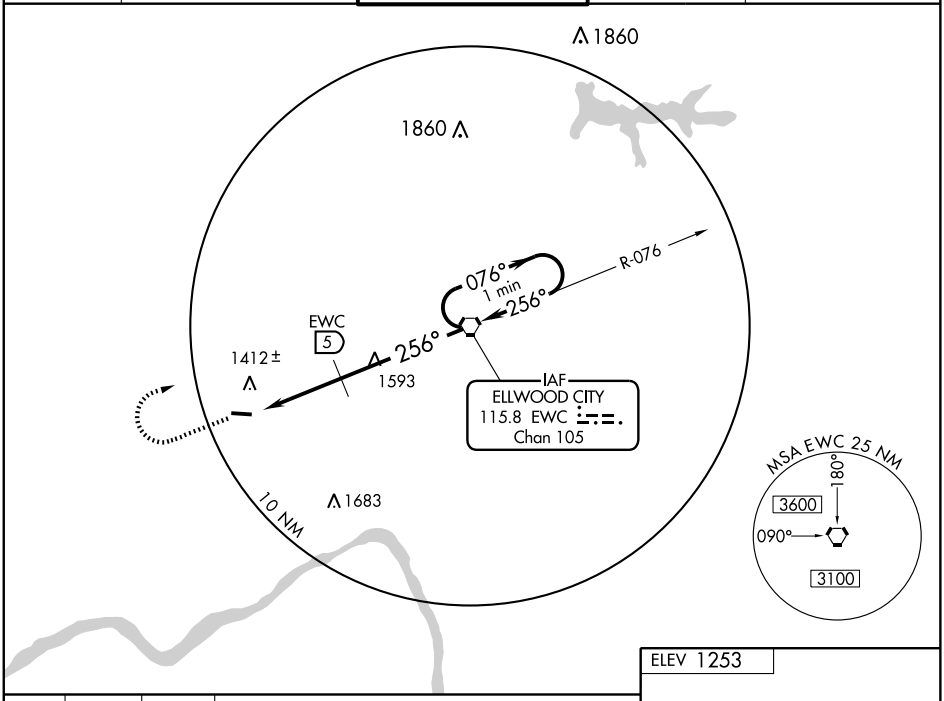
BEAVER FALLS /BEAVER COUNTY (BVI)

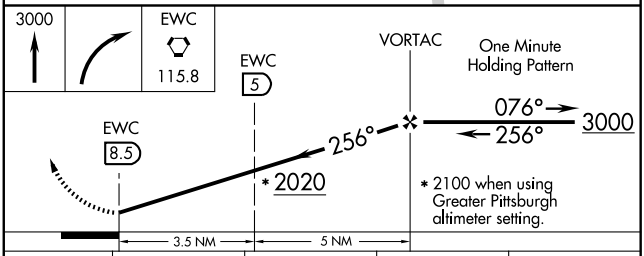
When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

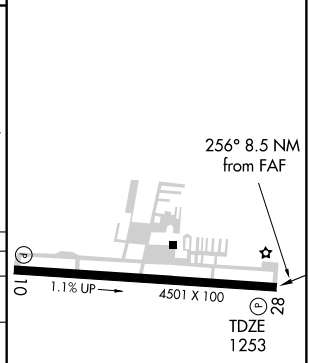
NA

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-28	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
CIRCLING	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
	DME MINIMUMS			
S-28	1680-1 427 (500-1)		1680-1¼ 427 (500-1¼)	1680-1½ 427 (500-1½)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5005
CH 72916	137°	TDZE	1157
W14A		Apt Elev	1162

RNAV (GPS) RWY 14

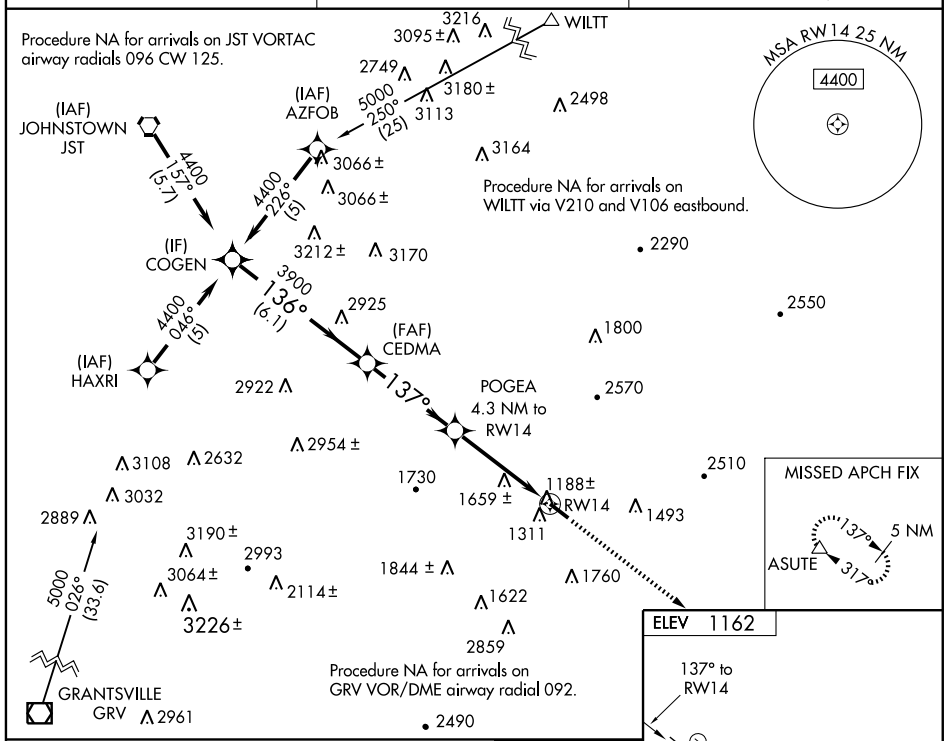
BEDFORD COUNTY (HMZ)

Baro-VNAV NA when using Altoona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47° C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV Cat A and C visibility ¼ mile and Cat D ½ mile and Circling Cat A visibility ¼ mile and Cat C ½ mile.

NA

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1678-1¾ 521 (600-1¾)			
LNAV/VNAV DA	2149-4 992 (1000-4)			
LNAV MDA	1960-1 803 (800-1)	1960-1¼ 803 (800-1¼)	1960-2¼ 803 (800-2¼)	1960-2½ 803 (800-2½)
CIRCLING	1960-1 798 (800-1)	1960-1¼ 798 (800-1¼)	1960-2¼ 798 (800-2¼)	2120-3 958 (1000-3)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5005
317°	TDZE	1162
	Apt Elev	1162

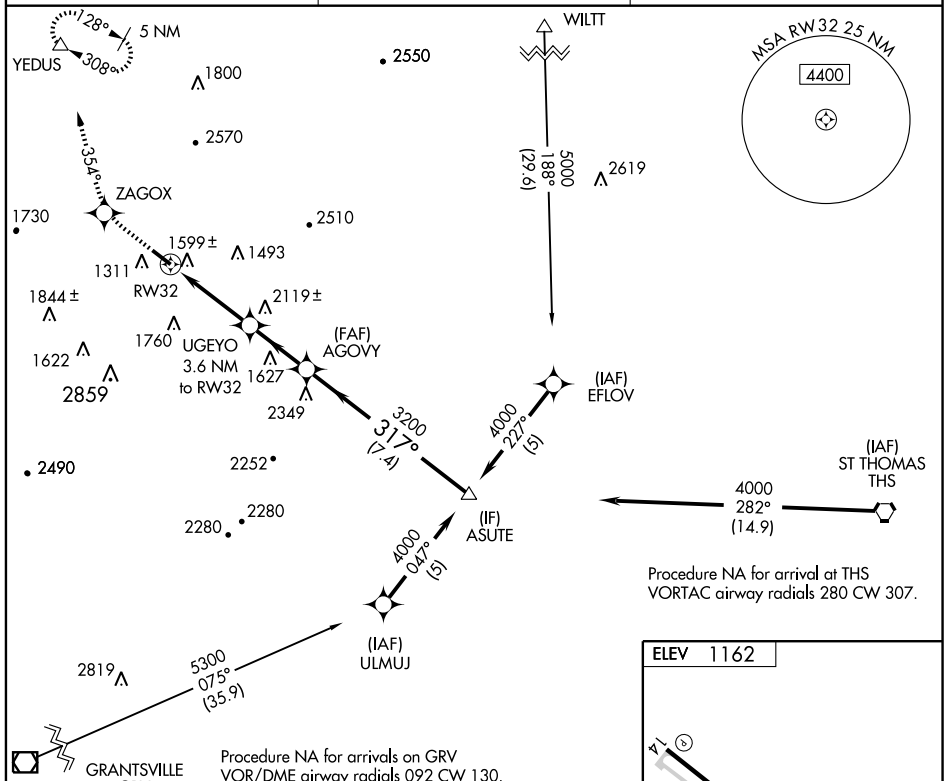
RNAV (GPS) RWY 32

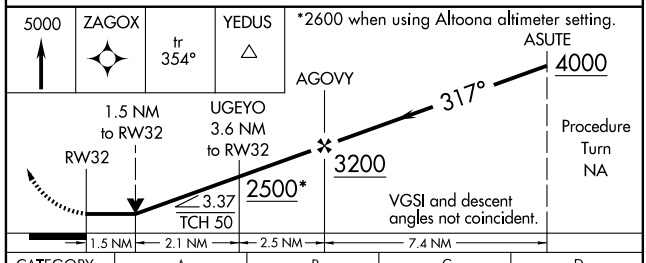
BEDFORD COUNTY (HMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LNAV Cat B and C visibility ¼ mile and Circling Cat C visibility ½ mile. LNAV Cat D minima NA when using Altoona altimeter setting.

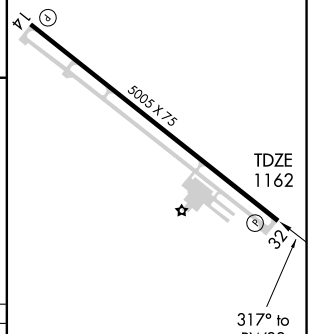
MISSED APPROACH: Climb to 5000 direct ZAGOX and via track 354° to YEDUS and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	698 (700-1)	1860-2 698 (700-2)	1860-2¼ 698 (700-2¼)
CIRCLING	1900-1 738 (800-1)	1960-1¼ 798 (800-1¼)	1960-2¼ 798 (800-2¼)	2120-3 958 (1000-3)



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	296°	TDZE	N/A
Chan 97		Apt Elev	1163

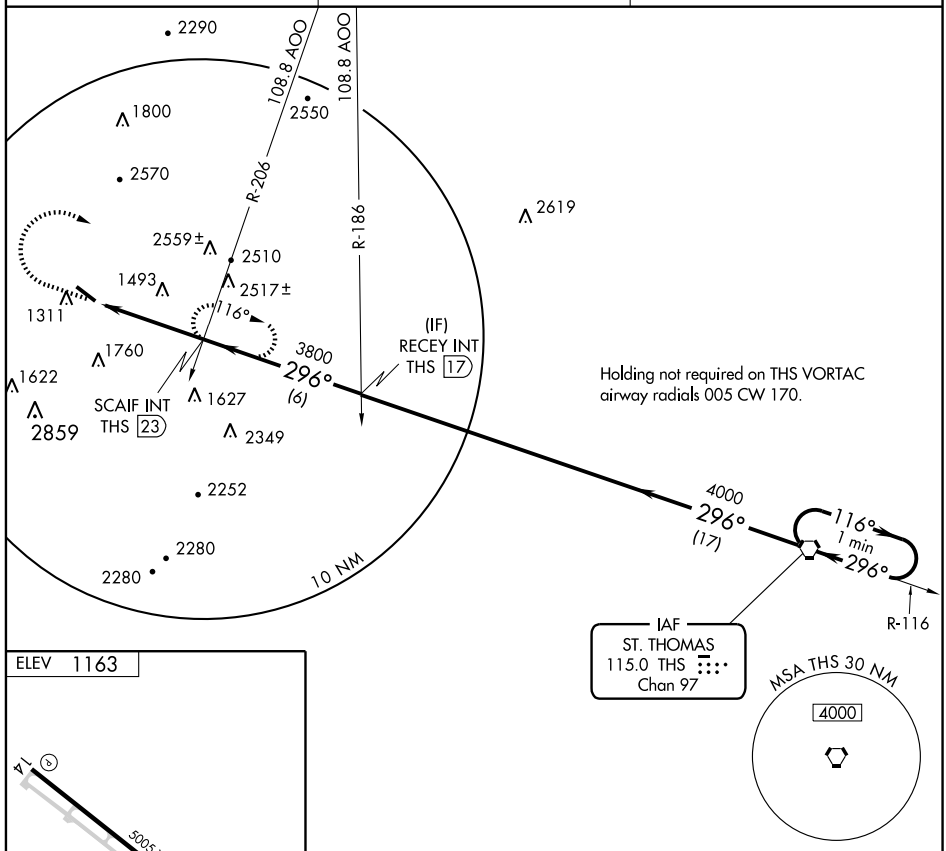
VOR-A

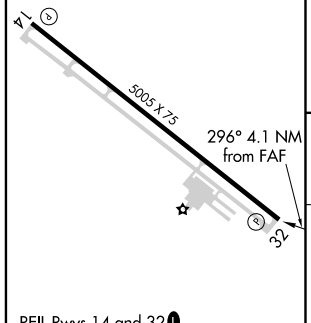
BEDFORD COUNTY (HMZ)

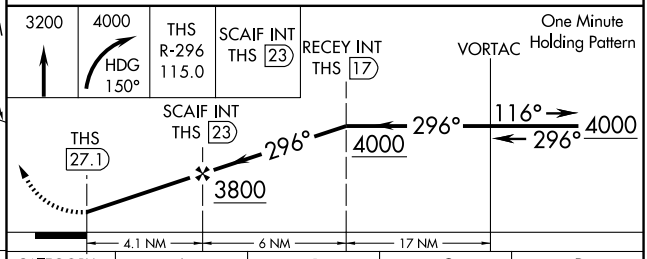
When local altimeter setting not received, use Altoona altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/ 23 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L







REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1417 (1500-1¼)	2580-1½ 1417 (1500-1½)	2580-3 1417 (1500-3)	

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC PSB 115.5 Chan 102	APP CRS 113°	Rwy Idg N/A TDZE N/A Apt Elev 1071

VOR or GPS-A

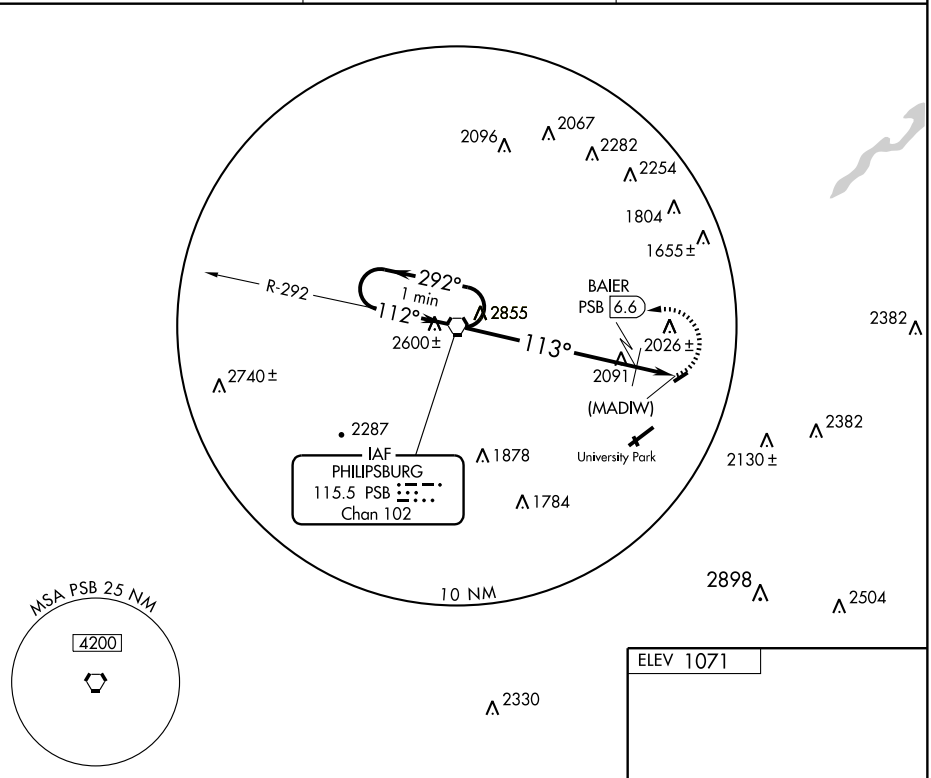
BELLEFONTE (N96)

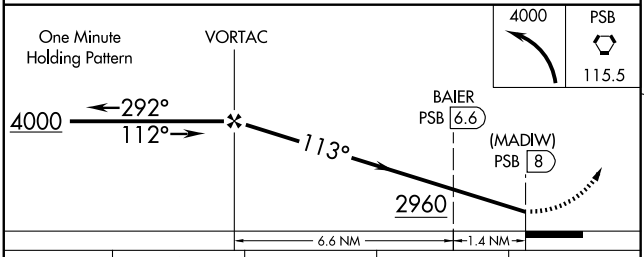
Use University Park altimeter setting; when not received procedure not authorized. Circling NA southeast of Rwy 7-25.

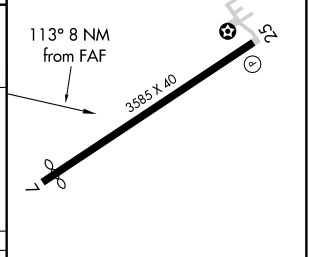
NA

MISSED APPROACH: Climbing left turn to 4000 direct PSB VORTAC and hold.

NEW YORK CENTER	UNICOM	
134.8 338.3	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
CIRCLING	2960-1¼ 1889 (1900-1¼)	2960-1½ 1889 (1900-1½)	NA	
DME MINIMUMS				
CIRCLING	2400-1¼ 1329 (1400-1¼)	2400-1½ 1329 (1400-1½)	NA	

FAF to MAP 8 NM

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

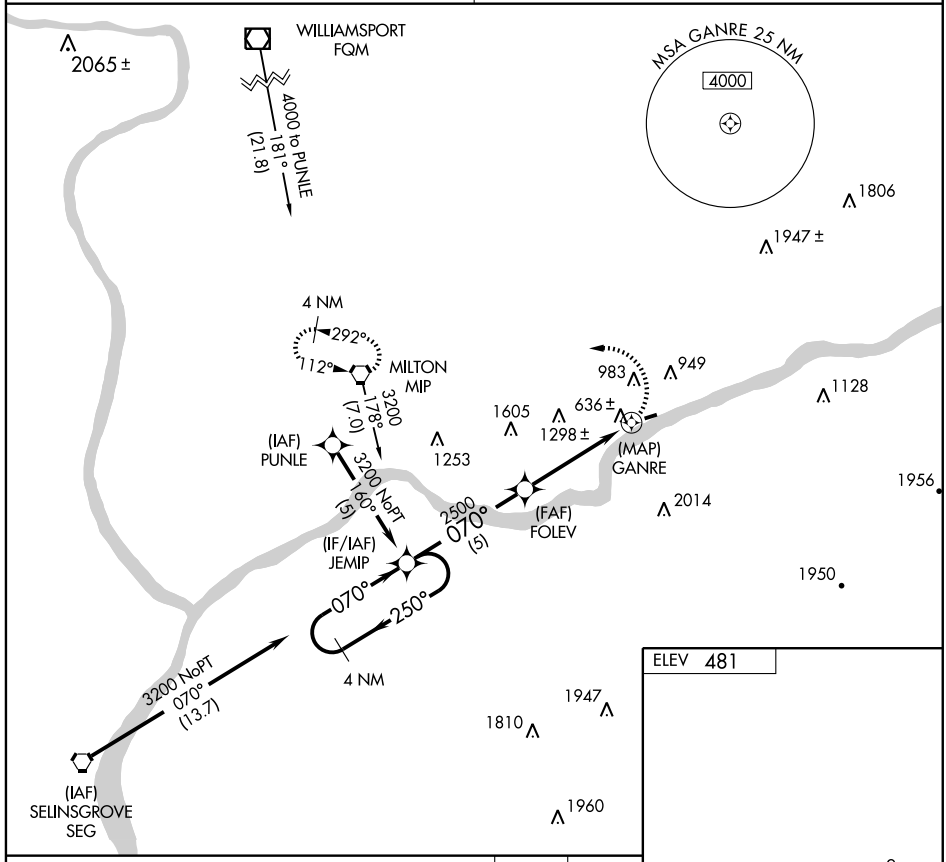
APP CRS	Rwy Idg	N/A
070°	TDZE	N/A
	Apt Elev	481

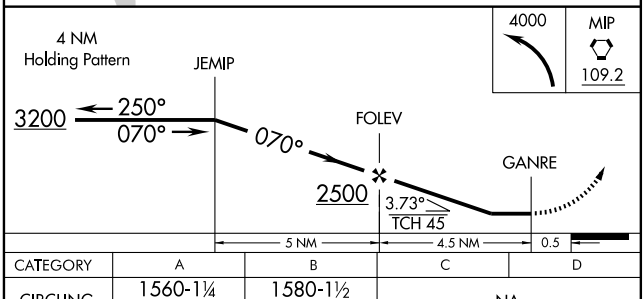
RNAV (GPS)-B
BLOOMSBURG MUNI (N13)

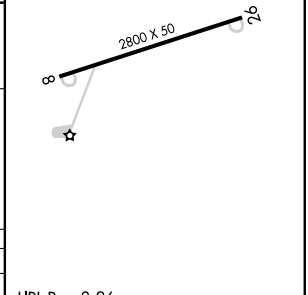
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Williamsport altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON	UNICOM
126.3 256.7	**122.8** (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 1079 (1100-1¼)	1580-1½ 1099 (1100-1½)	NA	

LIRL Rwy 8-26

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC MIP 109.2 Chan 29	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 481

VOR-A

BLOOMSBURG MUNI (N13)

NA

Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)

2065 ±

MSA MIP 25 NM
3900

IAF
MILTON
109.2 MIP
Chan 29

R-289

289°
1 min
109°

NoPT for arrival on MIP VORTAC airway radial 289.

RYDOR INT
MIP 6

2300
108°
(6)

1253

1605

636 ±

983

949

1806

1947 ±

1128

1640

1956

2014

1950

10 NM

R-059

1947

1810

1960

SELINSGROVE
110.4 SEG
Chan 41

ELEV 481

108° 4.3 NM from FAF

2800 X 50

8

26

4000

MIP
109.2

One Minute Holding Pattern

VORTAC

4000

289°
109°

108°

RYDOR INT
MIP 6

MIP
10.3

2300

3.88°
TCH 40

6 NM

4.3 NM

LIRL Rwy 8-26

CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1459 (1500-1¼)	1940-1½ 1459 (1500-1½)	NA	

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-BFD	APP CRS	Rwy Idg	6309
108.3	322°	TDZE	2120
		Apt Elev	2143

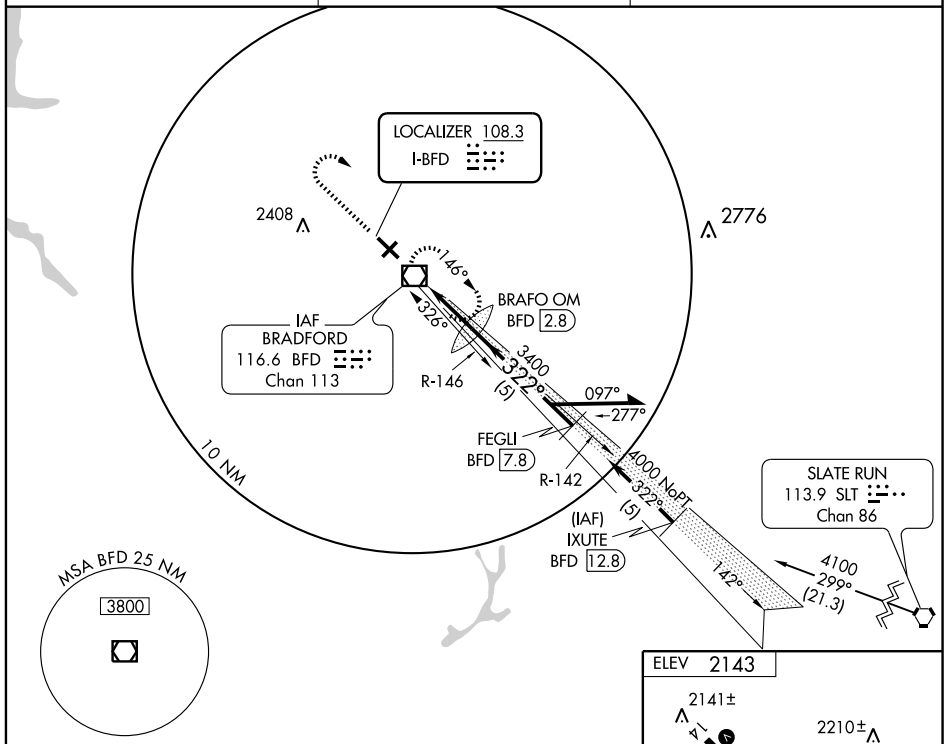
ILS RWY 32
BRADFORD RGNL (BFD)

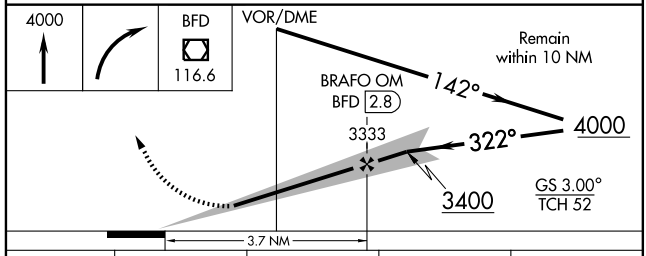
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile.

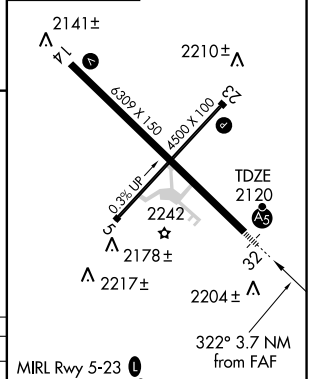
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 32	2320-½ 200 (200-½)			
S-LOC 32	2460-½ 340 (400-½)			2460- ¾ 340 (400-¾)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 5, 14 and 23 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6309
322°	TDZE	2120
	Apt Elev	2143

RNAV (GPS) RWY 32

BRADFORD RGNL (BFD)

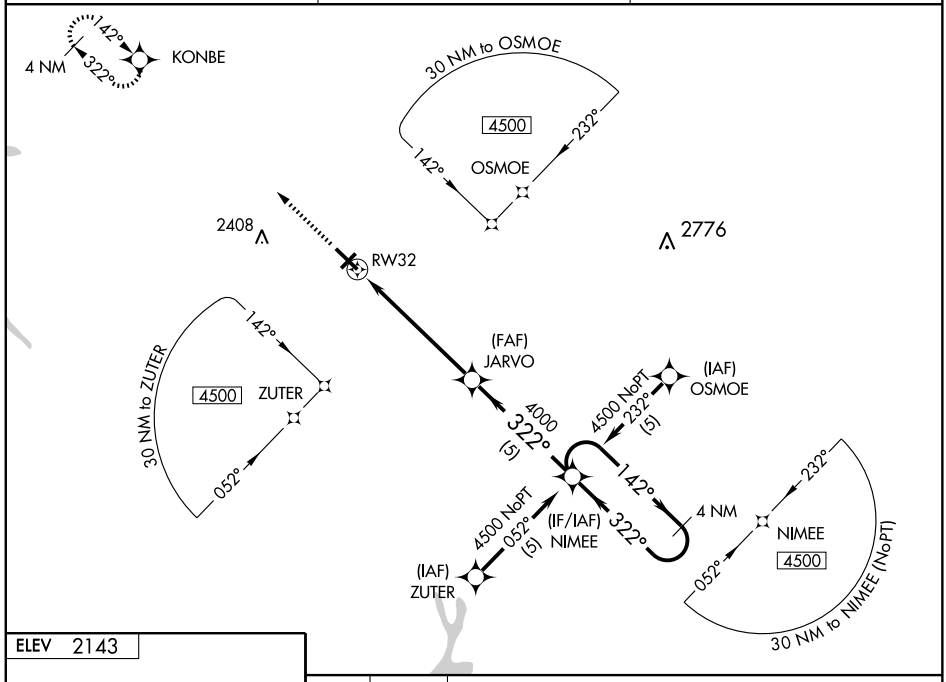
T
NA
W

BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ .

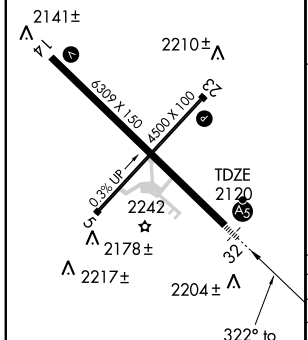
MALSR

MISSED APPROACH: Climb to 4500 direct KONBE WP and hold.

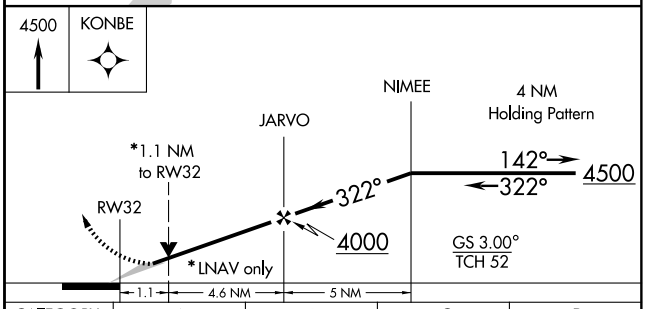
ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L



ELEV 2143



MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2460-¾ 340 (400-¾)			
LNAV MDA	2500-½ 380 (400-½)			2500-1 380 (400-1)
CIRCLING	2620-1¼ 477 (500-1¼)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6309
142°	TDZE	2118
	Apt Elev	2143

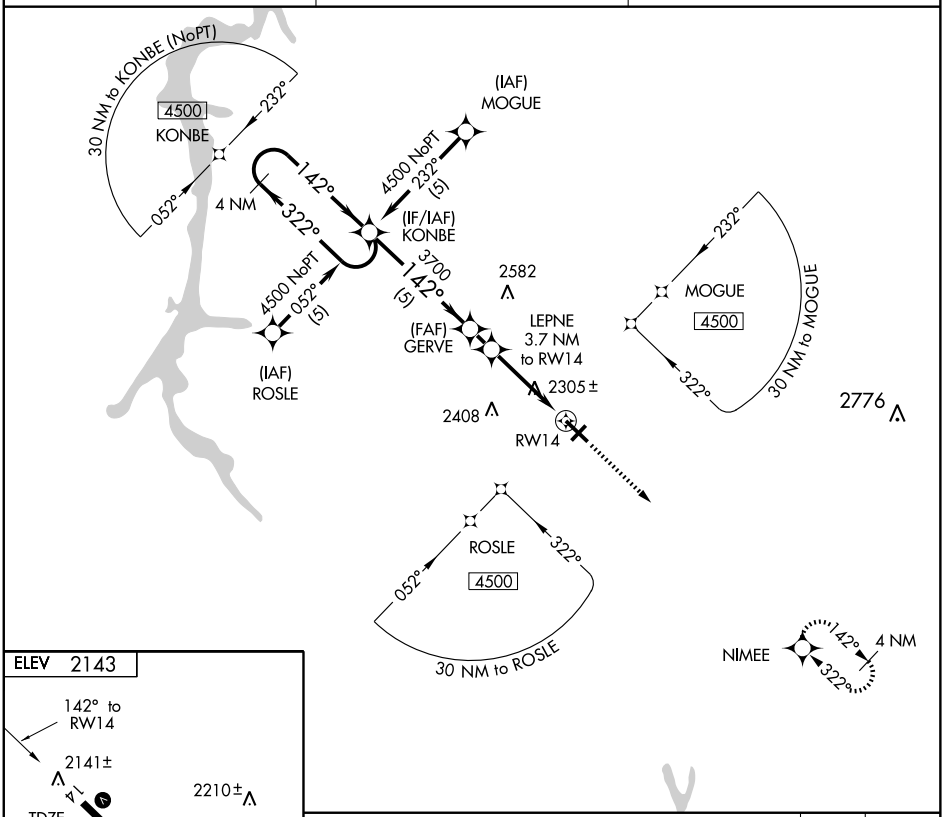
RNAV (GPS) Y RWY 14
BRADFORD RGNL (BFD)

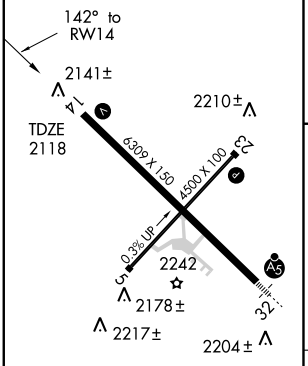
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

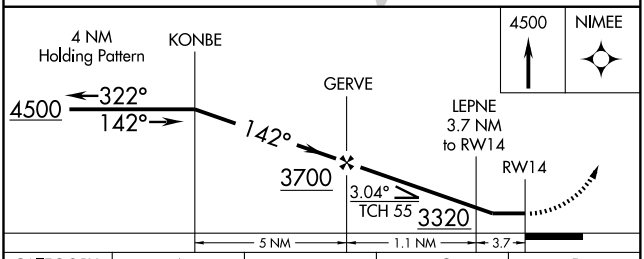
NA

MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2560-1	442 (500-1)	2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

NE-4. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) Z RWY 14

BRADFORD RGNL (BFD)

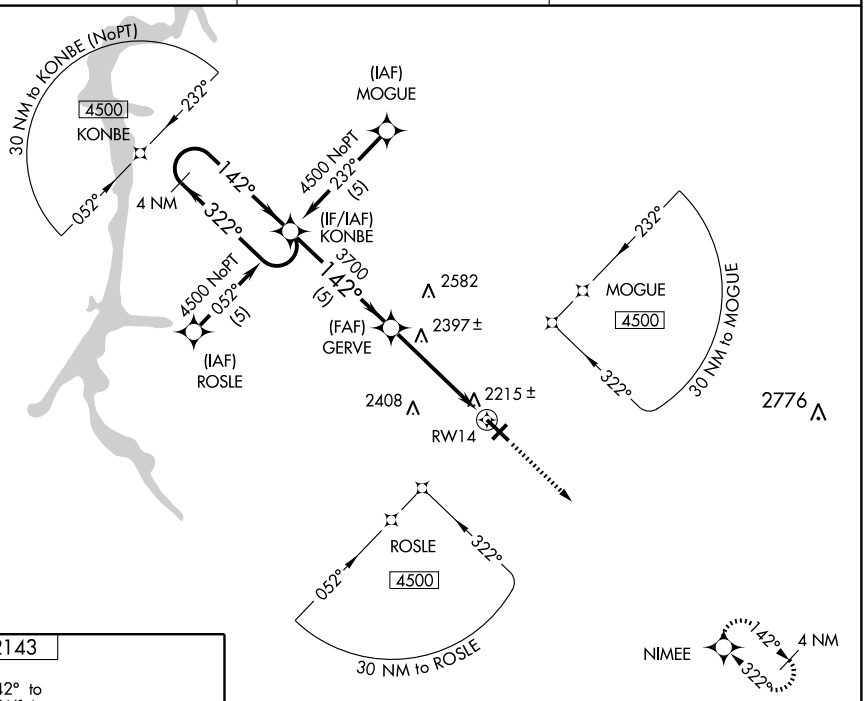
APP CRS	Rwy Idg	6309
142°	TDZE	2118
	Apt Elev	2143

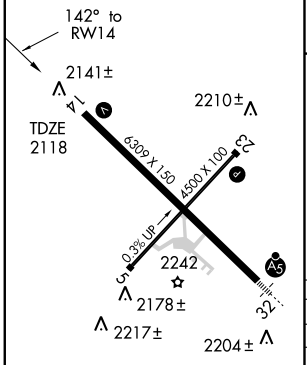
T
A NA
W

BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

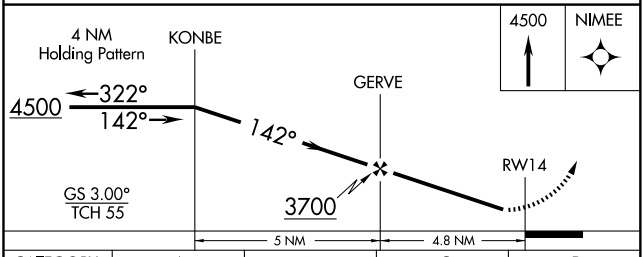
MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L





MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2480-1¼ 362 (400-1¼)			
LNAV MDA	2660-1 542 (600-1)		2660-1½ 542 (600-1½)	2660-1¾ 542 (600-1¾)
CIRCLING	2660-1¼ 517 (600-1¼)		2660-1½ 517 (600-1½)	2700-2 557 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

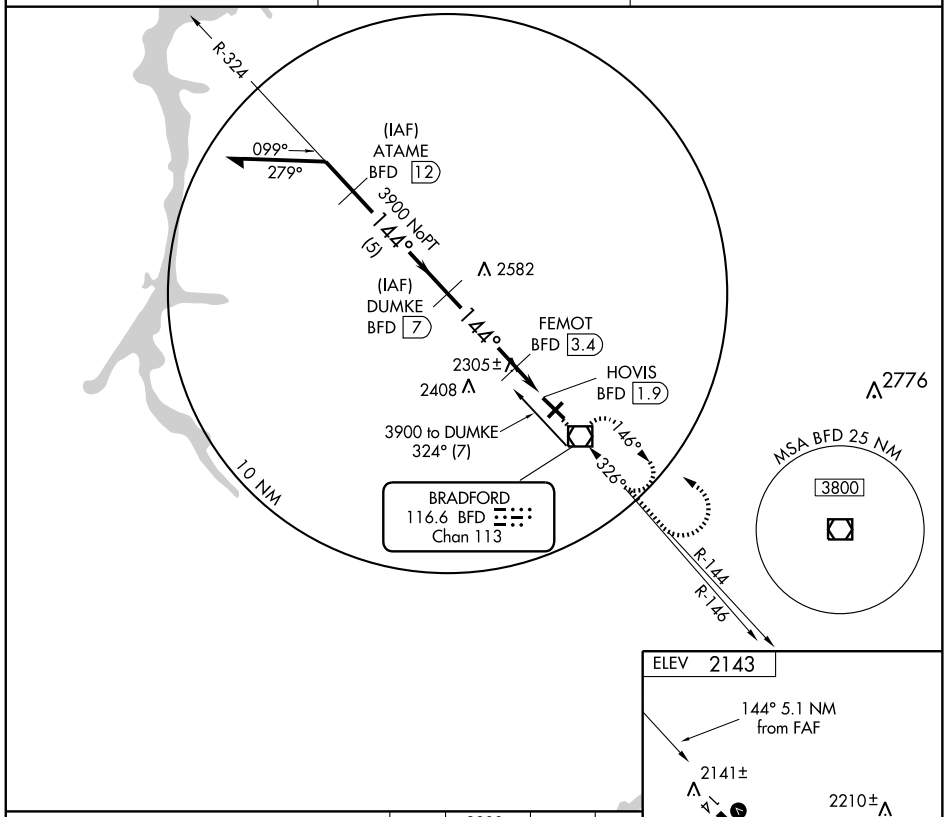
VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	144°	TDZE	2118
Chan 113		Apt Elev	2143

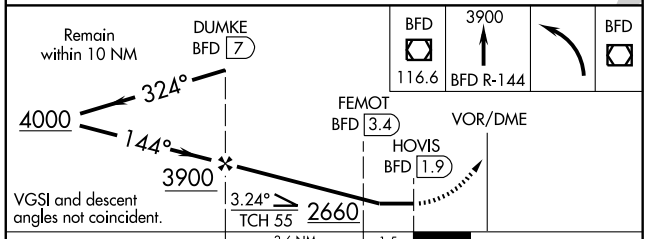
VOR/DME RWY 14

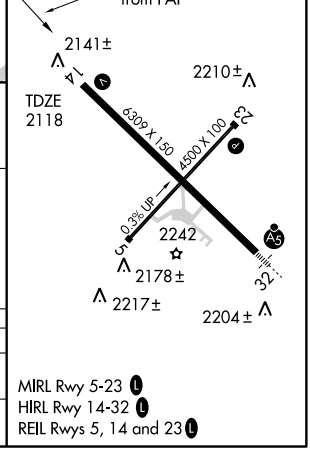
BRADFORD RGNL (BFD)

MISSED APPROACH: Climb direct BFD VOR/DME, continue climb to 3900 on R-144, then left turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	2560-1	442 (500-1)	2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)

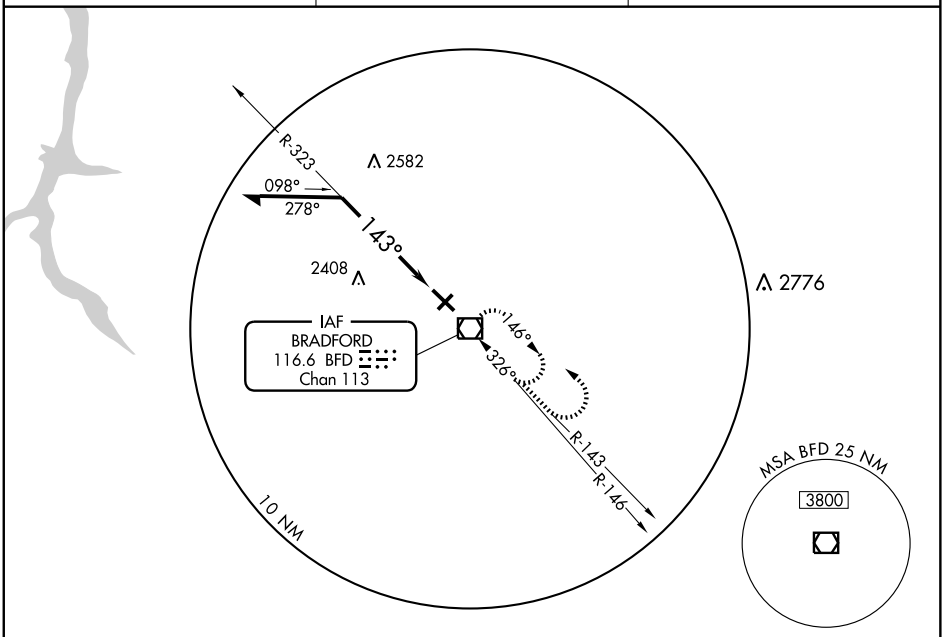
NE-4. 03 JUN 2010 to 01 JUL 2010

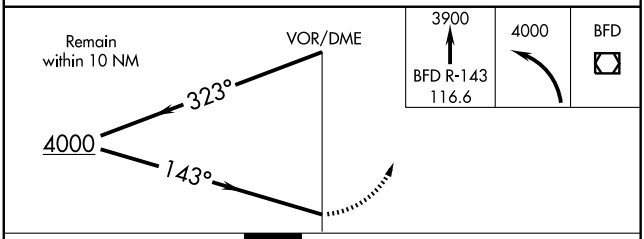
VOR/DME BFD 116.6 Chan 113	APP CRS 143°	Rwy Idg 6309 TDZE 2118 Apt Elev 2143

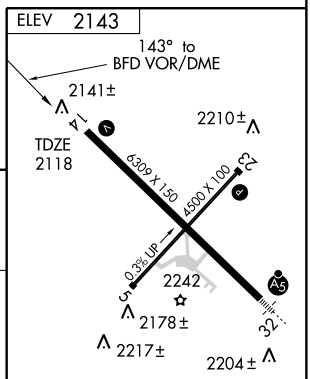
VOR RWY 14
BRADFORD RGNL (BFD)

MISSED APPROACH: Climb to 3900 on R-143, then climbing left turn to 4000 direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	2940-1 822 (800-1)	2940-1¼ 822 (800-1¼)	2940-2½ 822 (800-2½)	2940-2¾ 822 (800-2¾)
CIRCLING	2940-1 797 (800-1)	2940-1¼ 797 (800-1¼)	2940-2½ 797 (800-2½)	2940-2¾ 797 (800-2¾)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

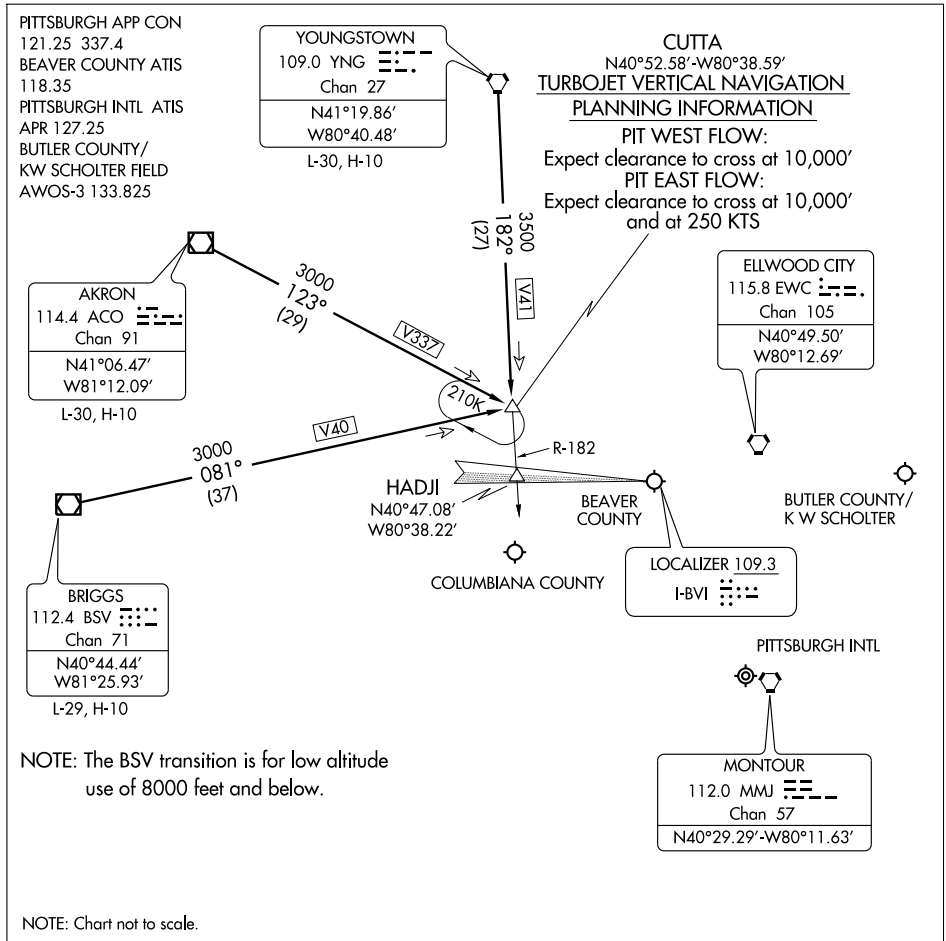
NE-4. 03 JUN 2010 to 01 JUL 2010

(CUTTA.CUTTA2) 10154

CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

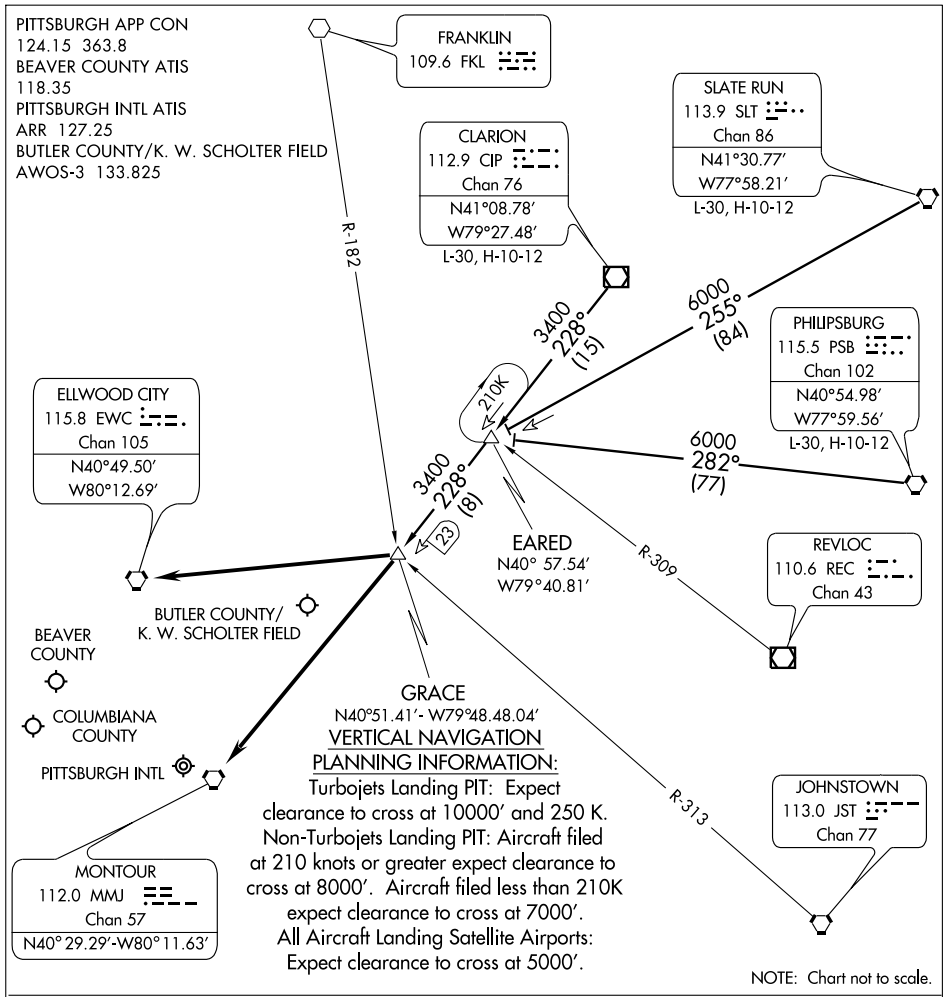
(WEST FLOW) direct EWC

BTP and 02G direct EWC

(GRACE.GRACE3) 10154 ST-570 (FAA)

GRACE THREE ARRIVAL

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

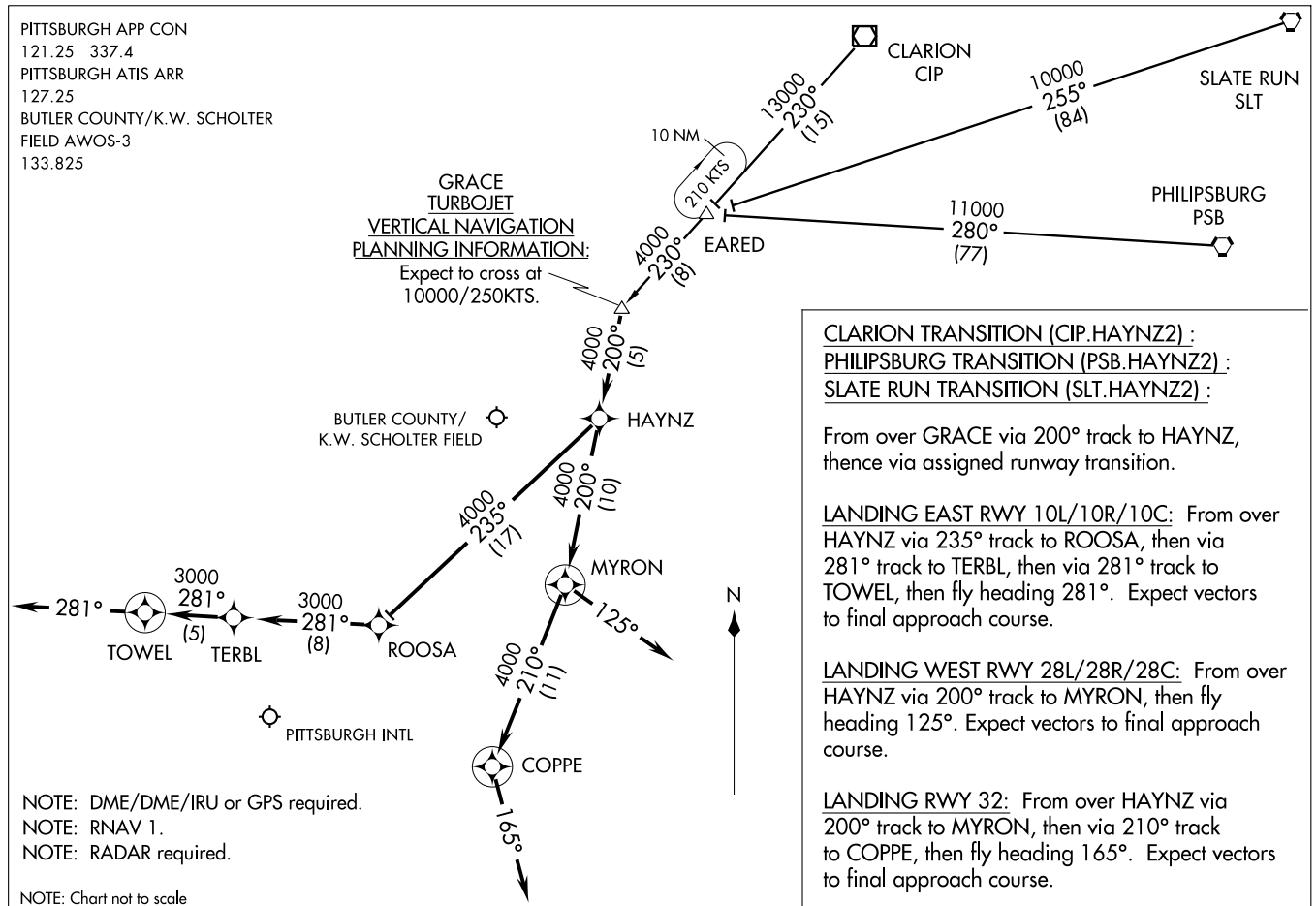
SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 03 JUN 2010 to 01 JUL 2010

HAYNZ TWO ARRIVAL (RNAV)



CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

LOC I-BTP	APP CRS	Rwy Idg	4801
111.5	080°	TDZE	1246
		Apt Elev	1248

ILS or LOC RWY 8

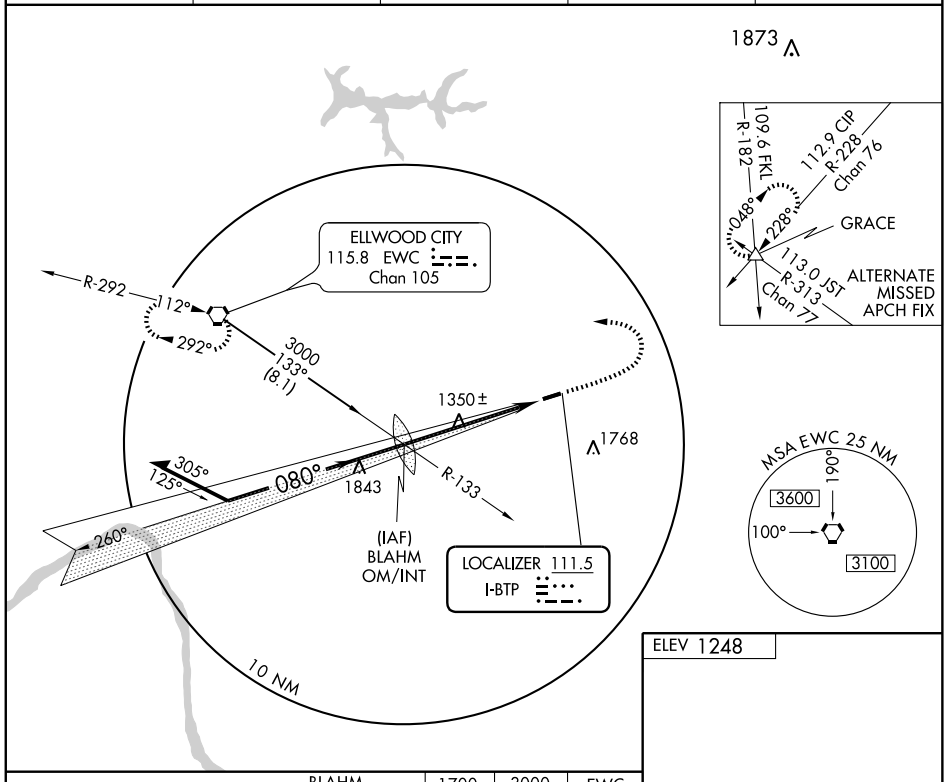
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

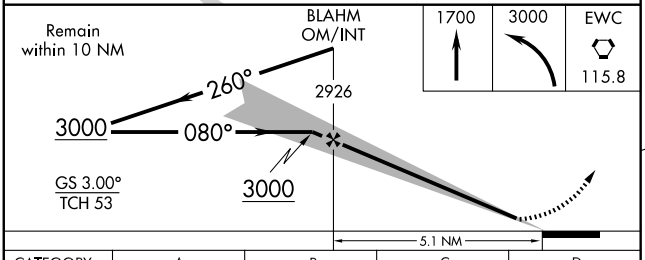
Visibility reduction by helicopters NA. Inoperative table does not apply. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 8 Cats C/D visibility ¼ mile.

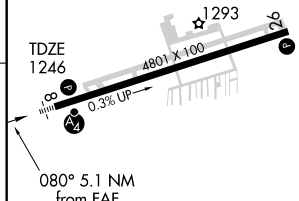
MALSF

MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 L







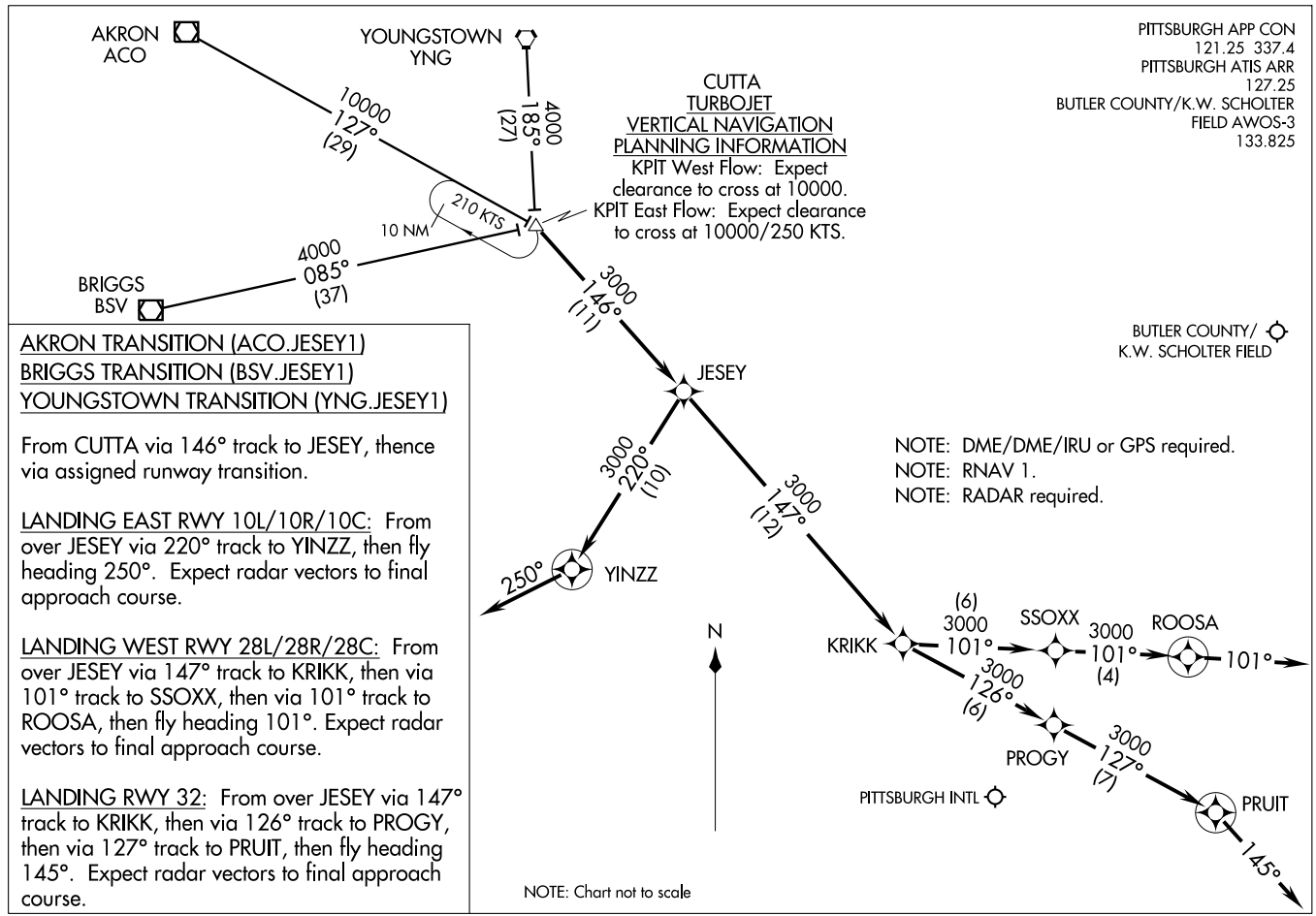
CATEGORY	A	B	C	D
S-ILS 8	1496-1 250 (300-1)			
S-LOC 8	1700-1 454 (500-1)		1700-1¼ 454 (500-1¼)	1700-1½ 454 (500-1½)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4. 03 JUN 2010 to 01 JUL 2010


AKRON
ACO
YOUNGSTOWN
YNG
10000
127°
(29)
4000
185°
(27)
CUTTA
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION
KPIT West Flow: Expect clearance to cross at 10000.
KPIT East Flow: Expect clearance to cross at 10000/250 KTS.
210 KTS
10 NM
4000
085°
(37)
BRIGGS
BSV
3000
146°
(11)
PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825
BUTLER COUNTY/
K.W. SCHOLTER FIELD
JESEY
AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)
From CUTTA via 146° track to JESEY, thence via assigned runway transition.
LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.
LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.
LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
3000
220°
(10)
3000
147°
(12)
250°
YINZZ
N
KRIKK
(6)
3000
101°
SSOXX
3000
101°
(4)
ROOSA
101°
3000
126°
(6)
PROGY
3000
127°
(7)
PITTSBURGH INTL
PRUIT
145°
NOTE: Chart not to scale
JESEY ONE ARRIVAL (RNAV) (JESEY.JESEY1) 09351
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

WAAS	APP CRS	Rwy Idg	4801
CH 56502	080°	TDZE	1246
W08A		Apt Elev	1248

RNAV (GPS) RWY 8

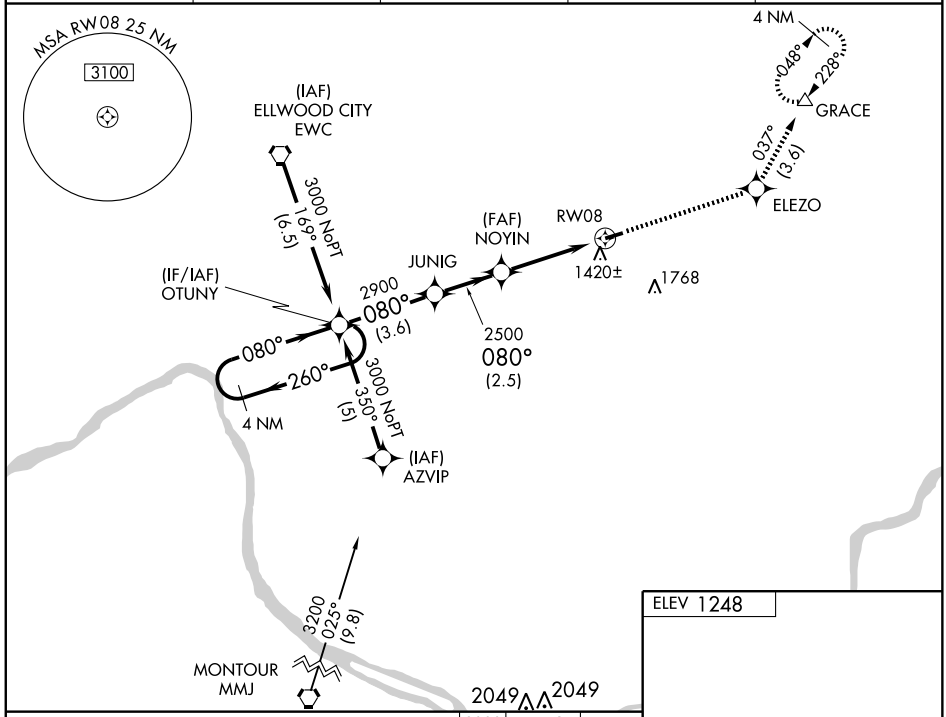
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

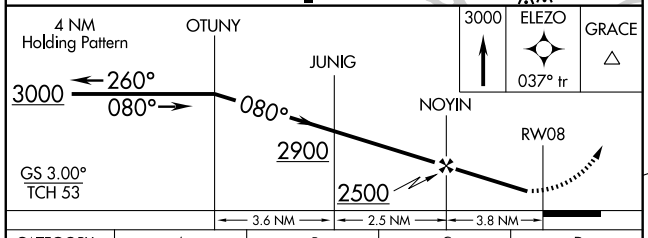
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

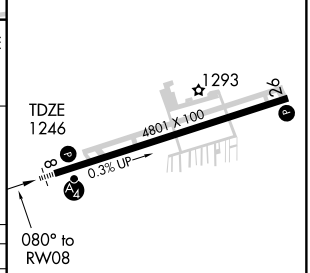
MALSF

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 (L)







CATEGORY	A	B	C	D
LPV DA	1547-1	301 (400-1)		
LNAV/VNAV DA	1643-1½	397 (400-1½)		
LNAV MDA	1680-1 434 (500-1)		1680-1¼ 434 (500-1¼)	1680-1½ 434 (500-1½)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 (L)

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
260°	4801	1248	1248

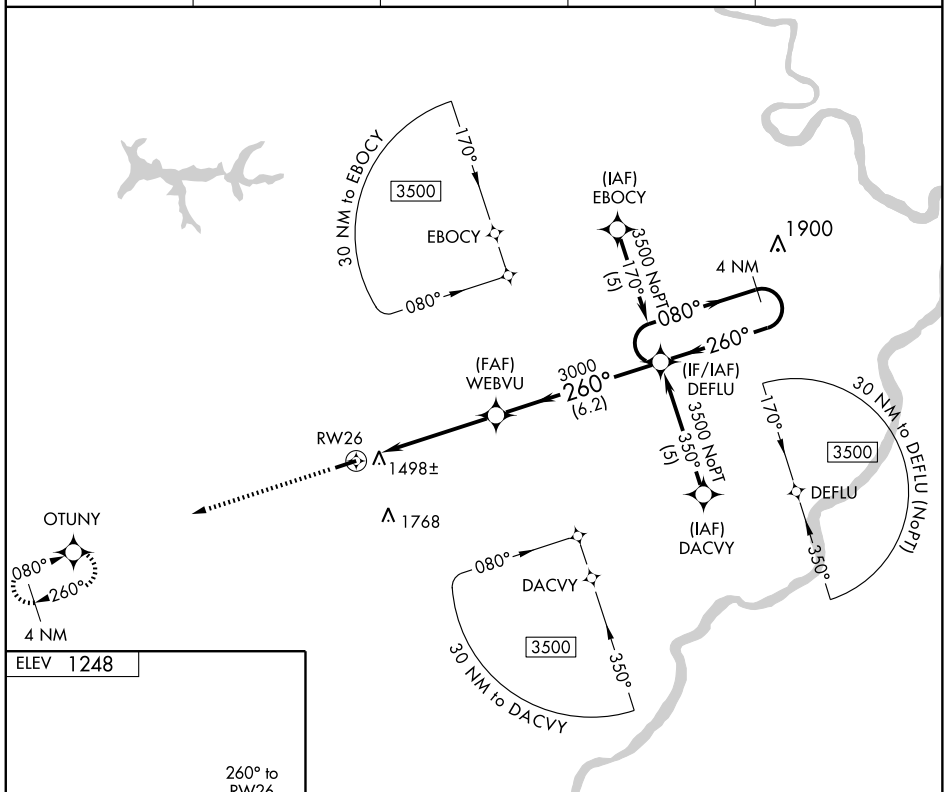
RNAV (GPS) RWY 26

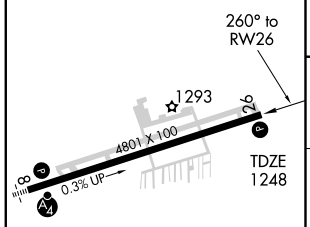
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

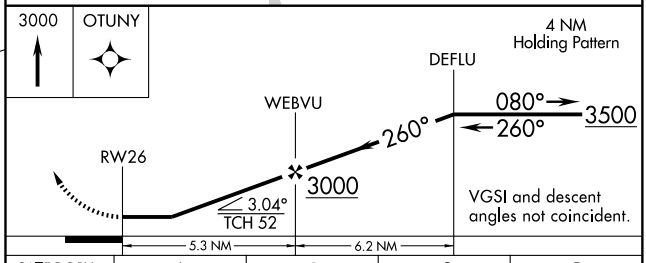
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OTUNY and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	1760-1 512 (600-1)		1760-1½ 512 (600-1½)	1760-1¾ 512 (600-1¾)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 (L)

NE-4. 03 JUN 2010 to 01 JUL 2010

LOM CX	APP CRS	Rwy Idg	N/A
219	285°	TDZE	N/A
		Apt Elev	510

NDB-B
CARLISLE (N94)

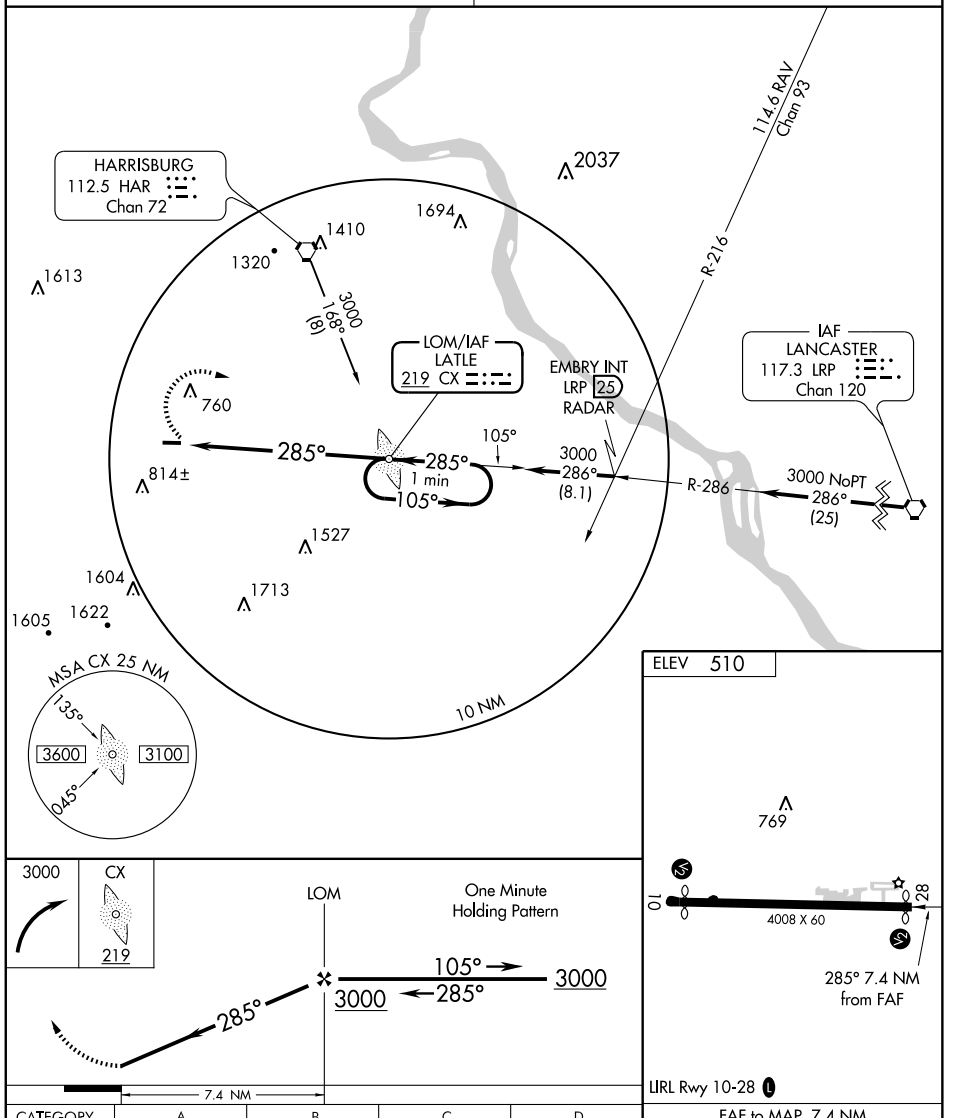
NA

Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.

HARRISBURG APP CON
124.1 273.525

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 750 (800-1)	1260-1¼ 750 (800-1¼)	1260-2¼ 750 (800-2¼)	NA

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC HAR	APP CRS	Rwy Idg	N/A
112.5	225°	TDZE	N/A
Chan 72		Apt Elev	510

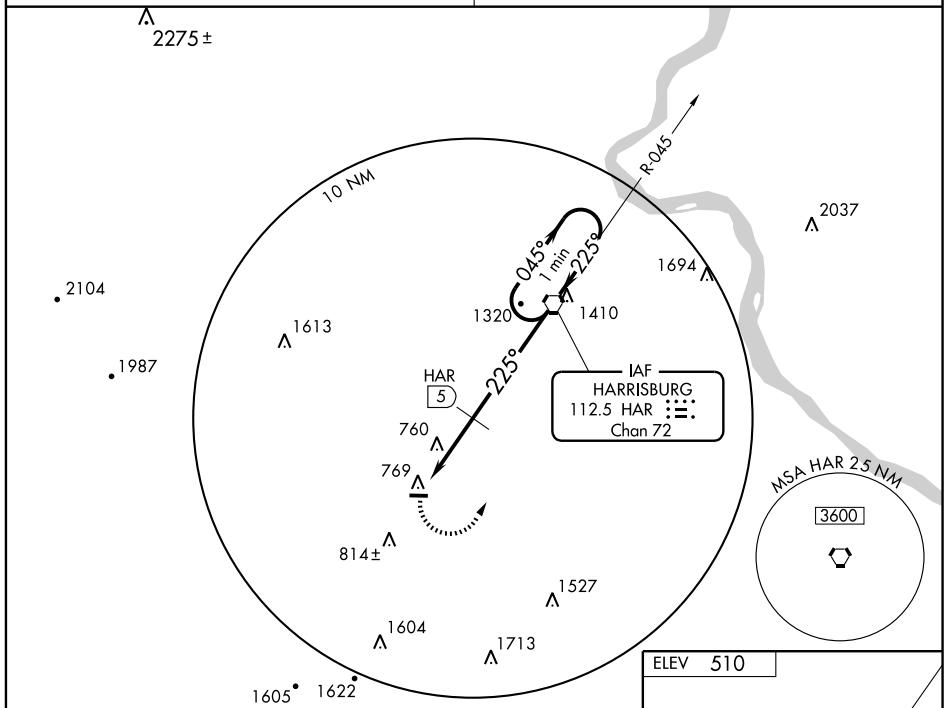
VOR-A
CARLISLE (N94)

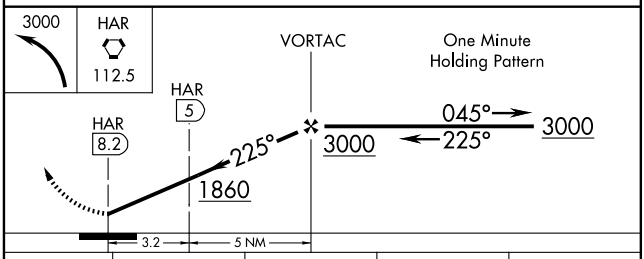
NA

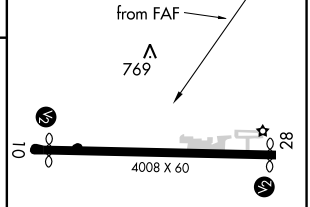
Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

HARRISBURG APP CON	UNICOM
124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1350 (1400-1¼)	1860-1½ 1350 (1400-1½)	1860-3 1350 (1400-3)	NA

LIRL Rwy 10-28 L

DME MINIMUMS			
CIRCLING	1200-1 690 (700-1)	1200-2 690 (700-2)	NA

FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3300
059°	TDZE	683
	Apt Elev	697

RNAV (GPS) RWY 6

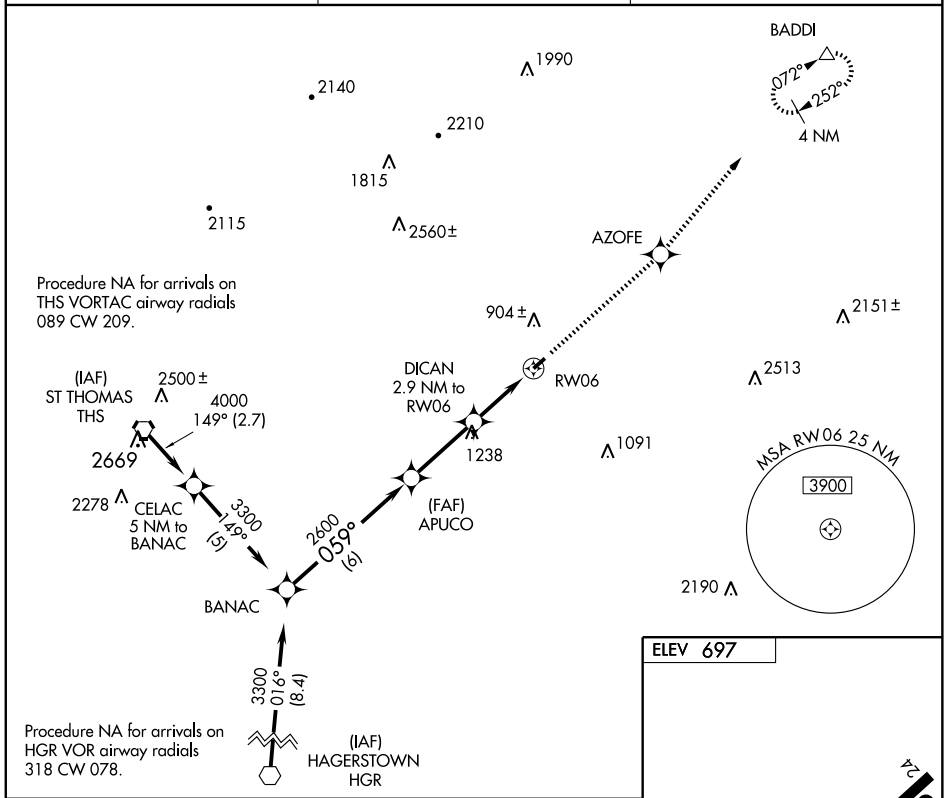
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

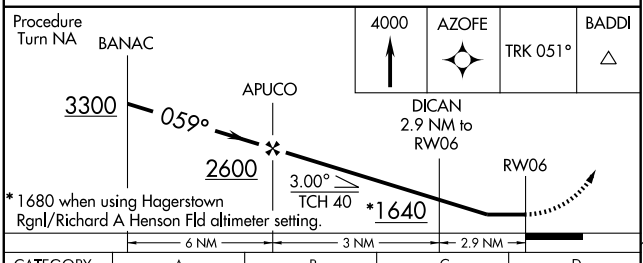
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

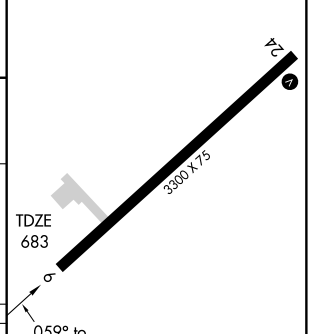
MISSED APPROACH: Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	457 (500-1)	1140-1¼ 457 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA



NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS		
239°	Rwy Idg	3300
	TDZE	683
	Apt Elev	697

RNAV (GPS) RWY 24

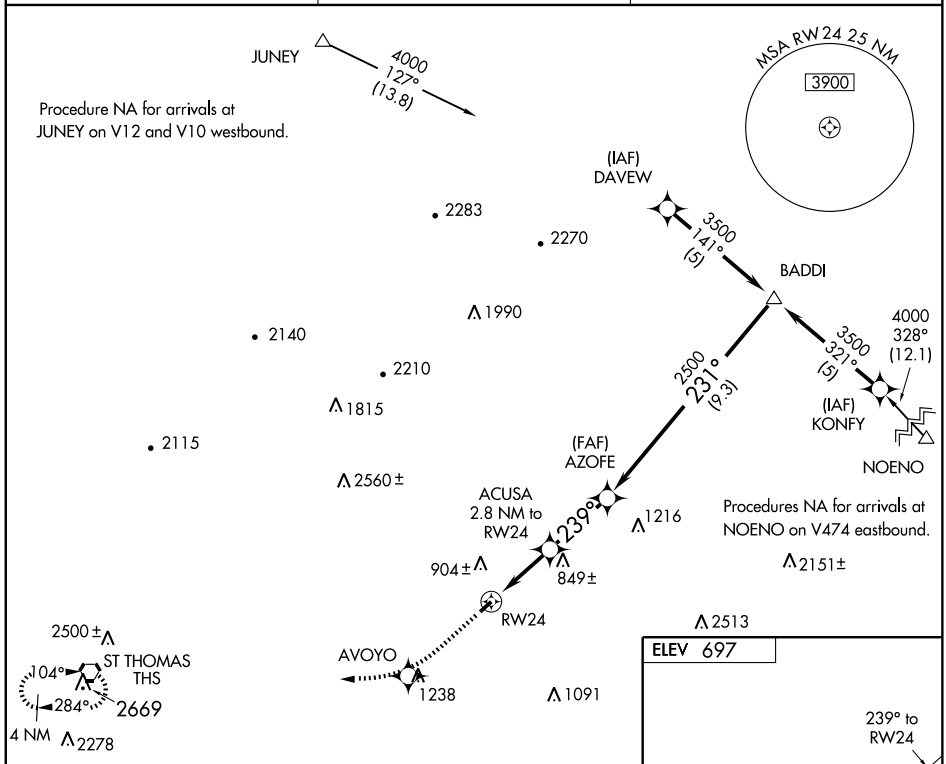
CHAMBERSBURG/ FRANKLIN COUNTY RGNL (N68)

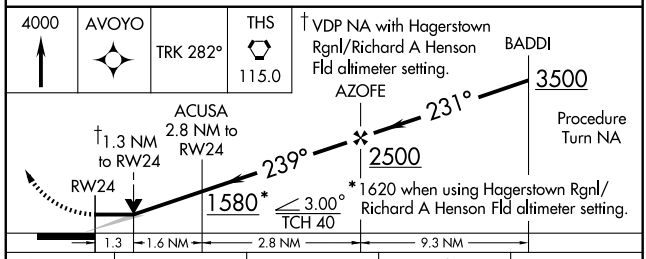
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

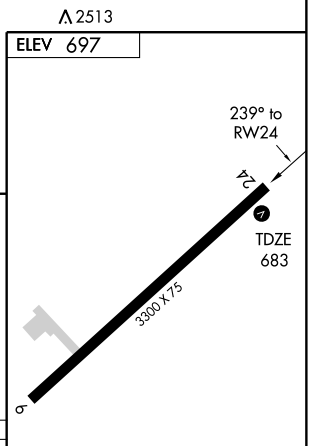
NA

MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	437 (500-1)	1120-1¼ 437 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA

LIRL Rwy 6-24 L

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	088°	TDZE	N/A
Chan 97		Apt Elev	697

VOR/DME-B

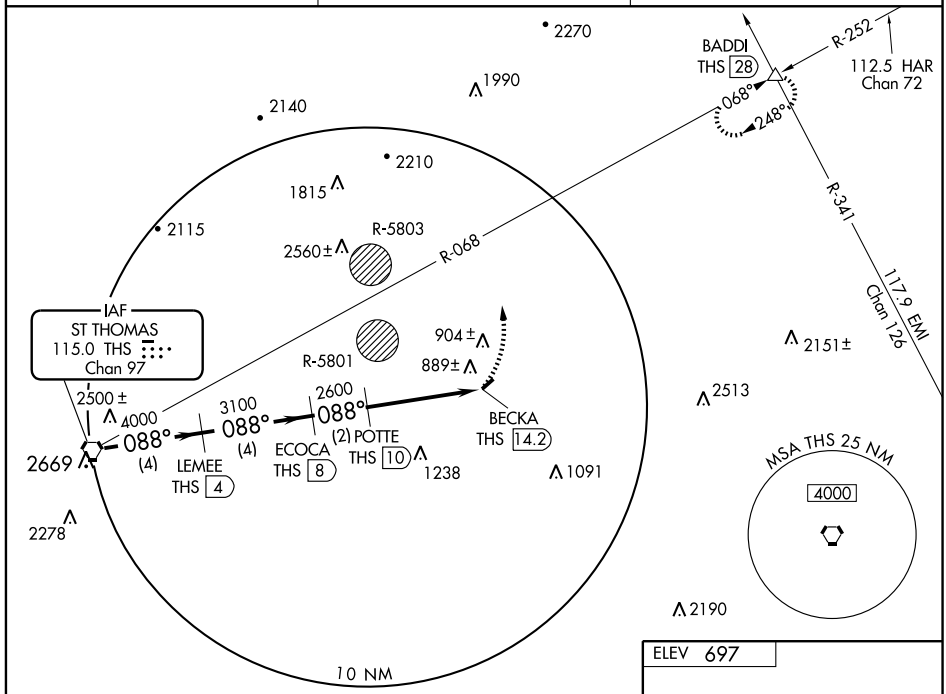
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

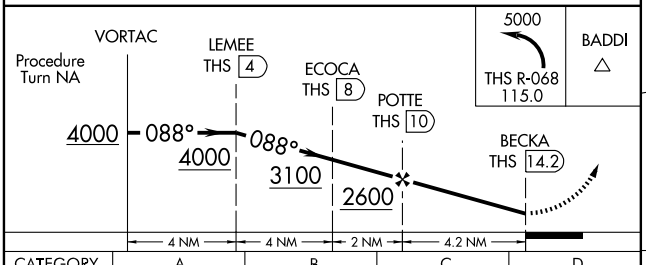
Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.
Procedure not authorized when R-5801 is in use.

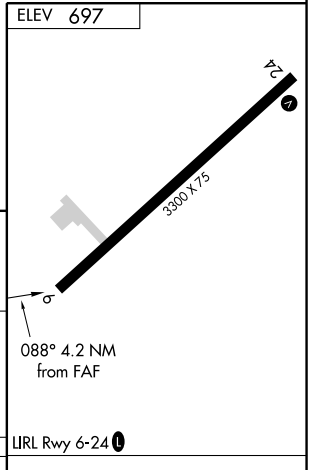
NA

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1 503 (600-1)		1200-1½ 503 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-4, 03 JUN 2010 to 01 JUL 2010

CLARION, PENNSYLVANIA AL-6527 (FAA)

WAAS	APP CRS	Rwy Idg	5003
CH 70606	055°	TDZE	1451
W06A		Apt Elev	1458

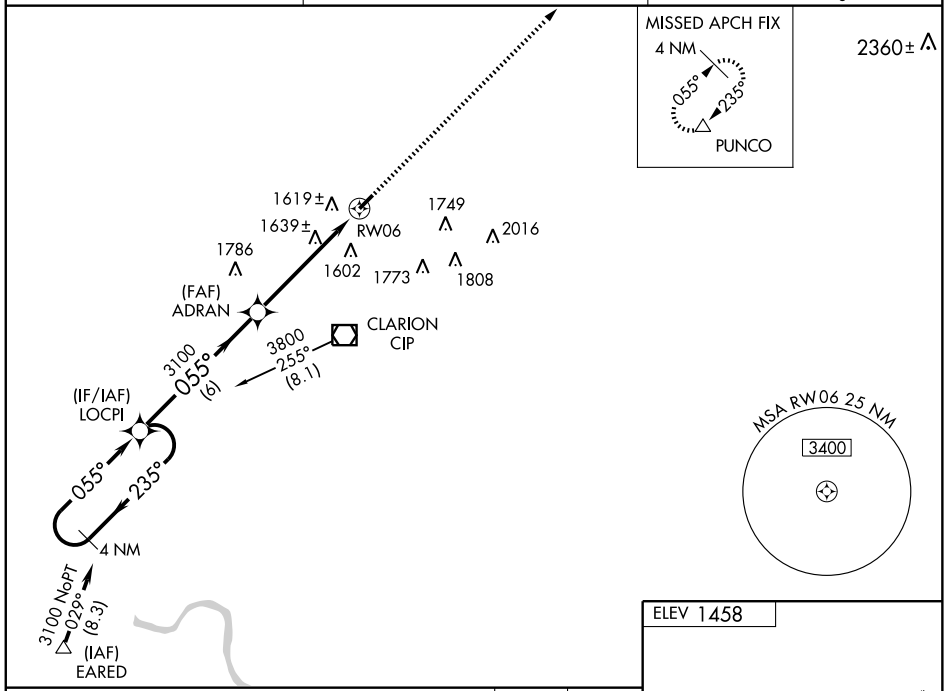
RNAV (GPS) RWY 6
CLARION COUNTY (AXQ)

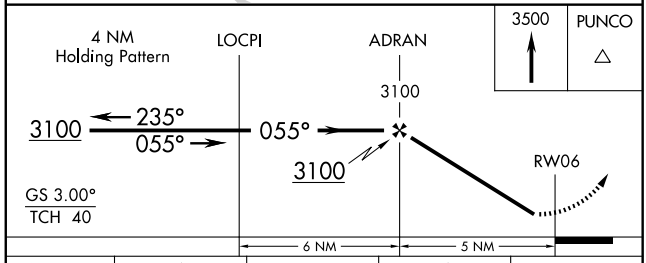
Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV and Circling Cats C and D visibility ¼ mile.

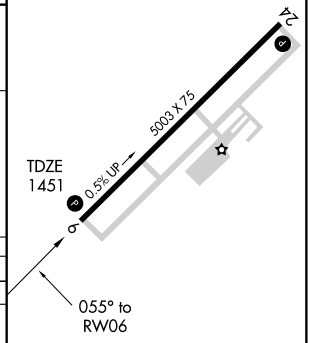
NA

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1701-1 250 (300-1)			
LNAV/VNAV DA	1985-2 534 (600-2)			
LNAV MDA	1920-1 469 (500-1)		1920-1¼ 469 (500-1¼)	1920-1½ 469 (500-1½)
CIRCLING	1980-1 522 (600-1)		1980-1½ 522 (600-1½)	2060-2 602 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4. 03 JUN 2010 to 01 JUL 2010

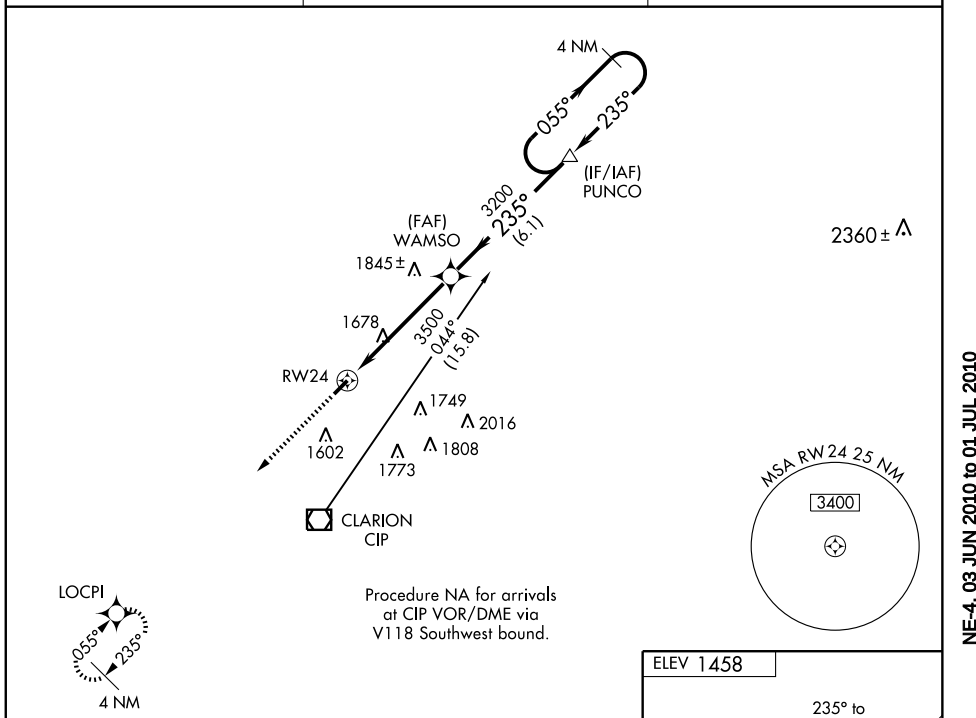
APP CRS		
235°	Rwy Idg	5003
	TDZE	1458
	Apt Elev	1458

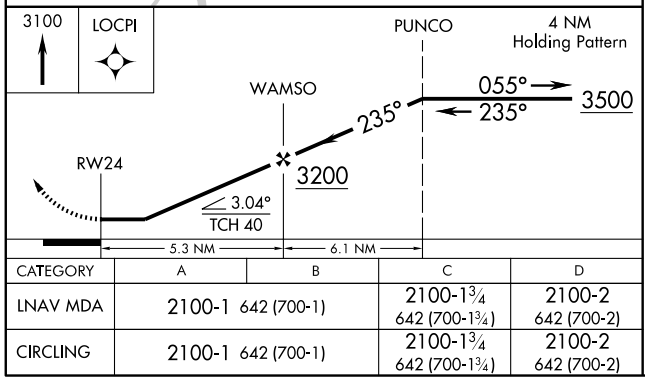
RNAV (GPS) RWY 24
CLARION COUNTY (AXQ)

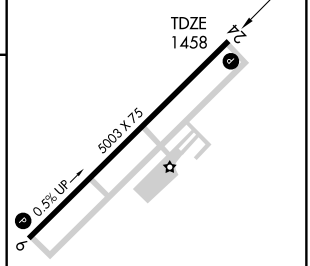
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use DuBois altimeter setting and increase all MDA 120 feet and increase LNAV and Circling Cat B visibility ¼ mile, Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct LOCPI and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)
CIRCLING	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4. 03 JUN 2010 to 01 JUL 2010

VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	015°	TDZE	N/A
Chan 76		Apt Elev	1458

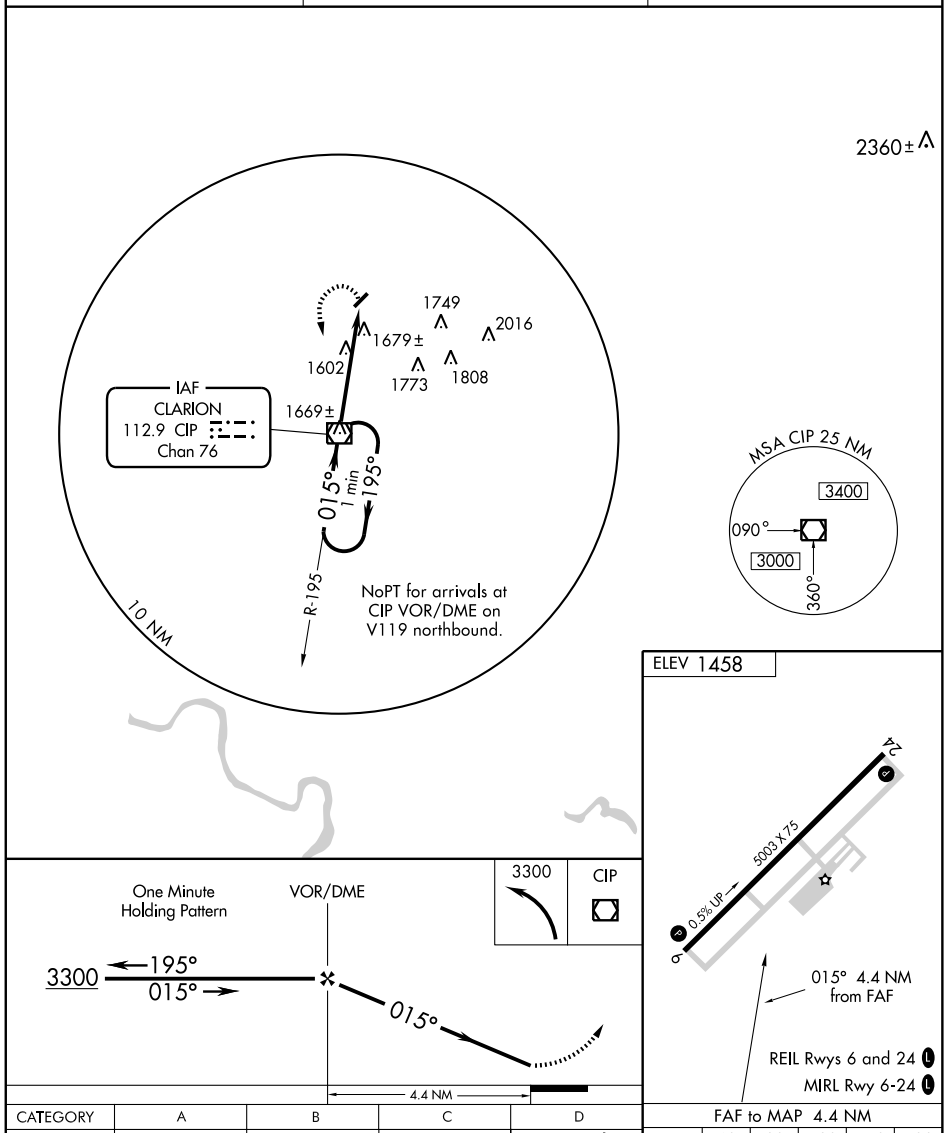
VOR-A
CLARION COUNTY (AXQ)

When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile.

NA

MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2220-1 762 (800-1)	2220-1¼ 762 (800-1¼)	2220-2¼ 762 (800-2¼)	2220-2½ 762 (800-2½)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-4. 03 JUN 2010 to 01 JUL 2010

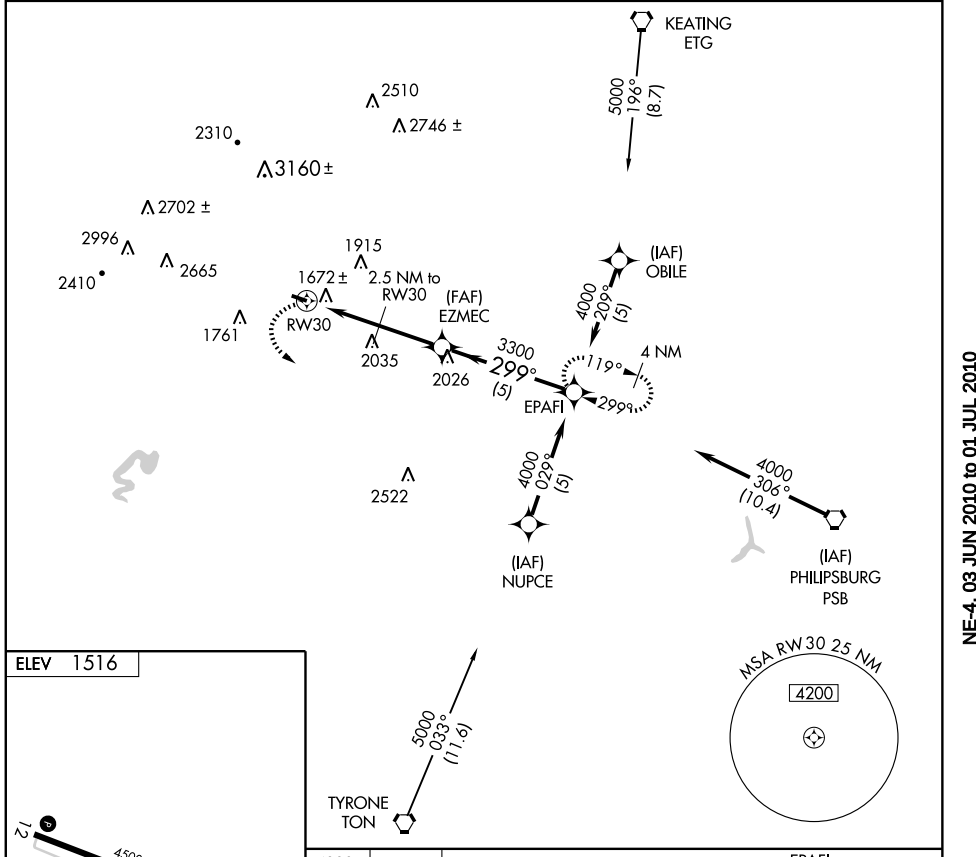
APP CRS	Rwy Idg	4500
299°	TDZE	1516
	Apt Elev	1516

RNAV (GPS) RWY 30
CLEARFIELD-LAWRENCE (FIG)

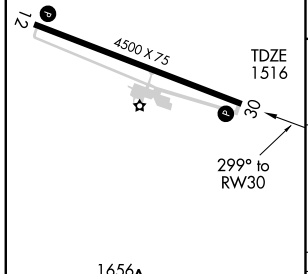
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA

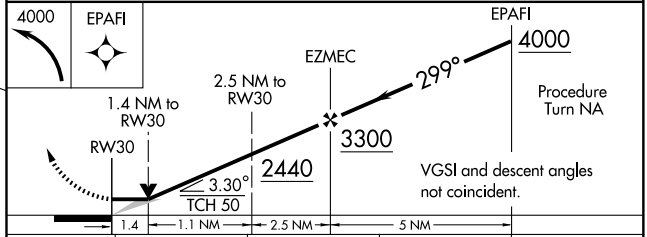
MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L



ELEV 1516





CATEGORY	A	B	C	D
LNAV MDA	1940-1 424 (500-1)		1940-1¼ 424 (500-1¼)	
CIRCLING	2000-1 484 (500-1)	2180-1 664 (700-1)	2180-1¾ 664 (700-1¾)	2280-2½ 764 (800-2½)

MIRL Rwy 12-30 L
REIL Rwy 30 L

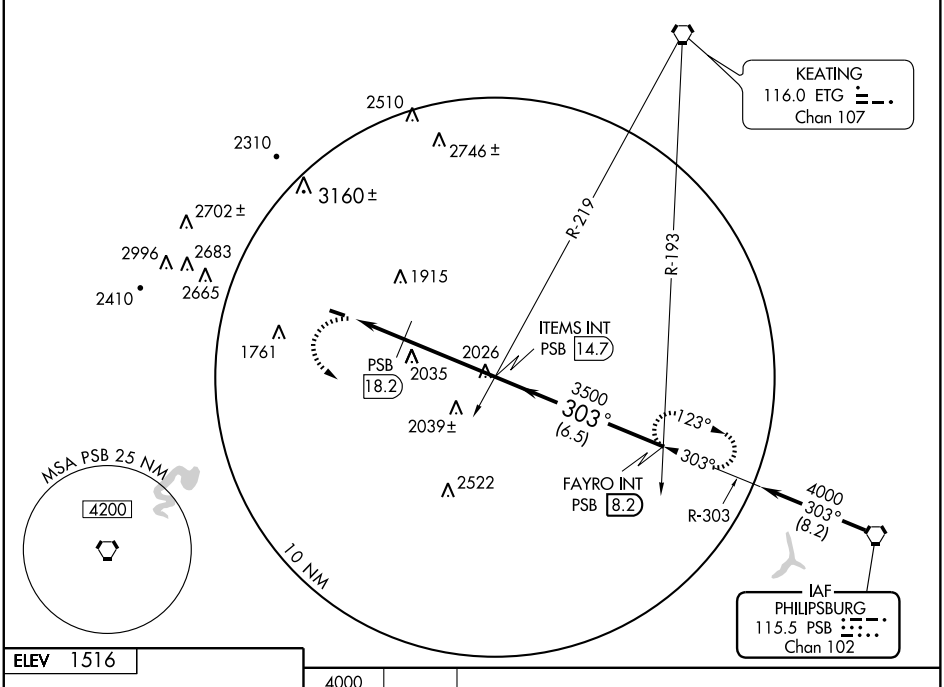
VORTAC PSB	APP CRS	Rwy Idg	4500
115.5	303°	TDZE	1516
Chan 102		Apt Elev	1516

VOR RWY 30
CLEARFIELD-LAWRENCE (FIG)

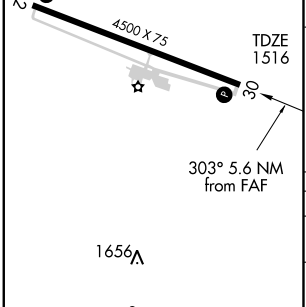
NA

MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L

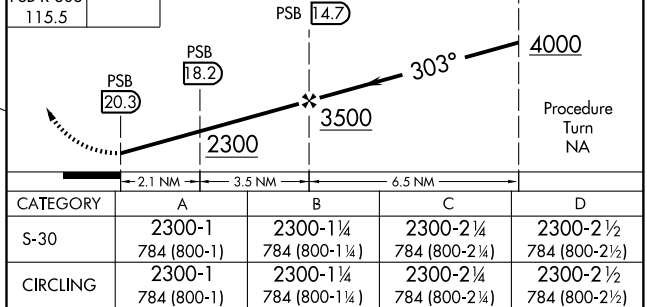


ELEV 1516



MIRL Rwy 12-30 L
REIL Rwy 30 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

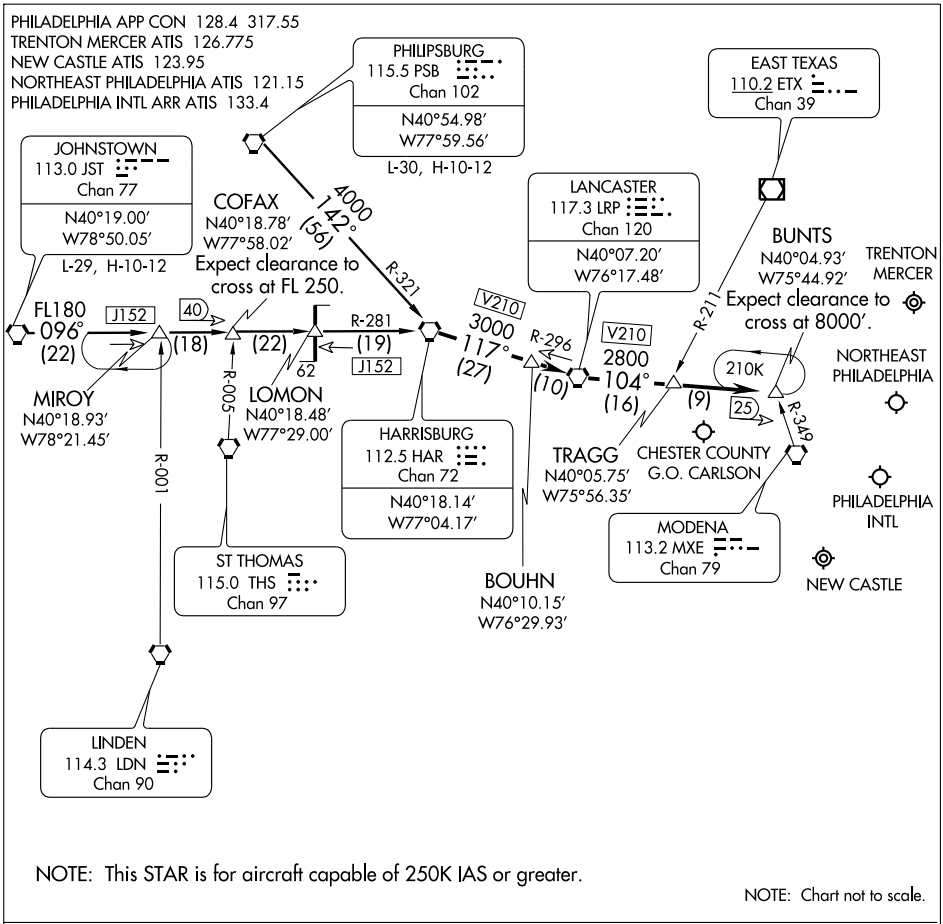


CATEGORY	A	B	C	D
S-30	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
CIRCLING	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
DME MINIMUMS				
S-30	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)
CIRCLING	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2280-2¾ 764 (800-2¾)

NE-4, 03 JUN 2010 to 01 JUL 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

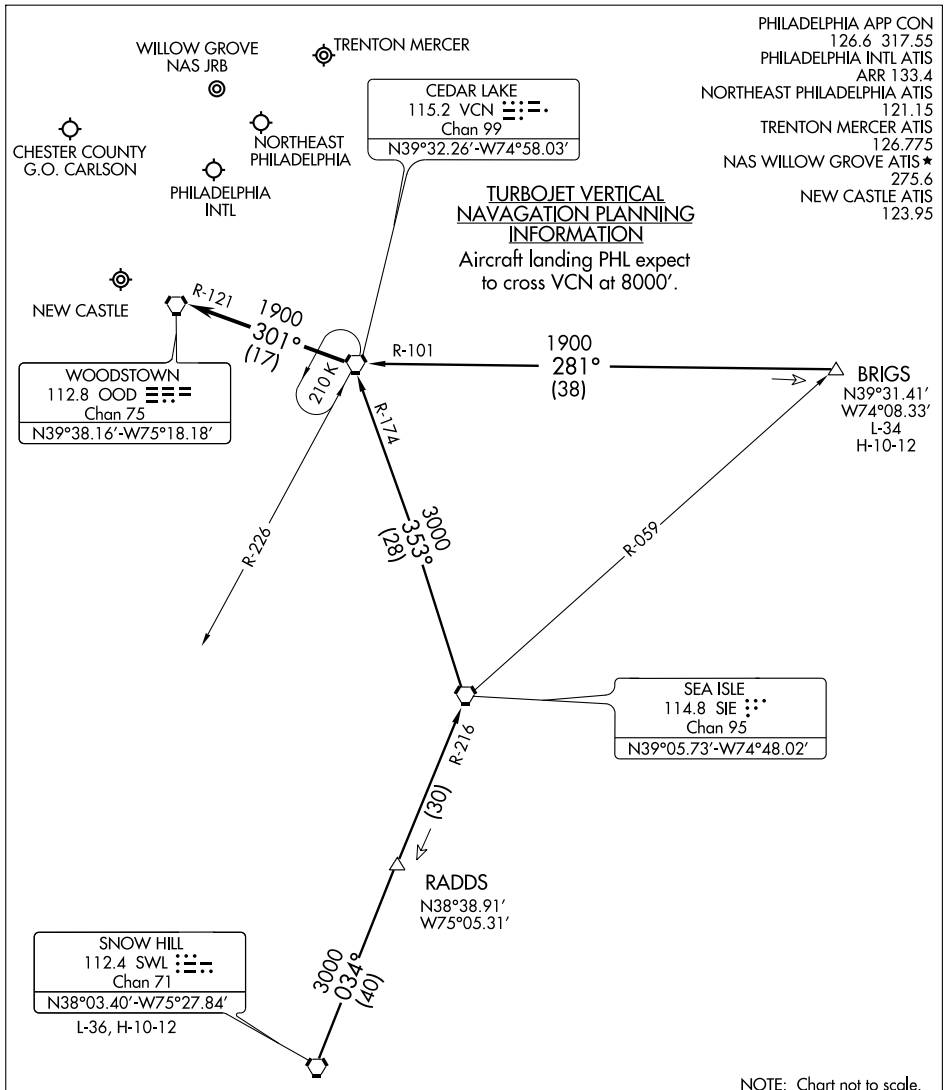
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 03 JUN 2010 to 01 JUL 2010

DUPONT FOUR ARRIVAL (HEDGE.DPNT4)

08101

ST-320 (FAA)

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .

. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.

NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195

14

R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K

R-346

14

ATLANTIC CITY
108.6 ACY
Chan 23

015° (23)

R-226

13

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

R-246

R-133

R-276

HEDGE
N38°53.54′
W75°50.24′

25

046° (13)

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

R-265

(9)

45

(15)

R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

R-248

18,000
064°
(78)

R-234

R-226

WATERLOO
112.6 ATR
Chan 73

N

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042°
(87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046°
(30)

R-334

SNOW HILL
112.4 SWL
Chan 71

NOTE: Chart not to scale.

LOC I-MQS	APP CRS	Rwy Idg	5400
108.5	293°	TDZE	660
		Apt Elev	660

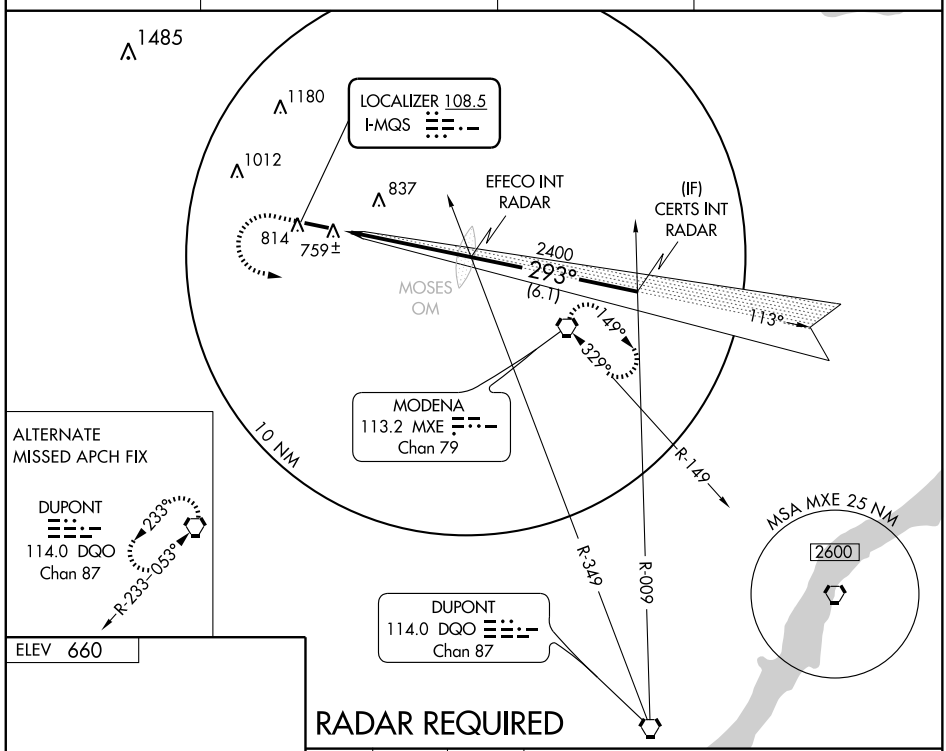
ILS or LOC RWY 29

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF)



HIRL Rwy 11-29
REIL Rwy 11-29

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 29	919-1 259 (300-1)			
S-LOC 29	1040-1 380 (400-1)			1040-1¼ 380 (400-1¼)
CIRCLING	1120-1 460 (500-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5400
CH 63006	113°	TDZE	644
W11A		Apt Elev	660

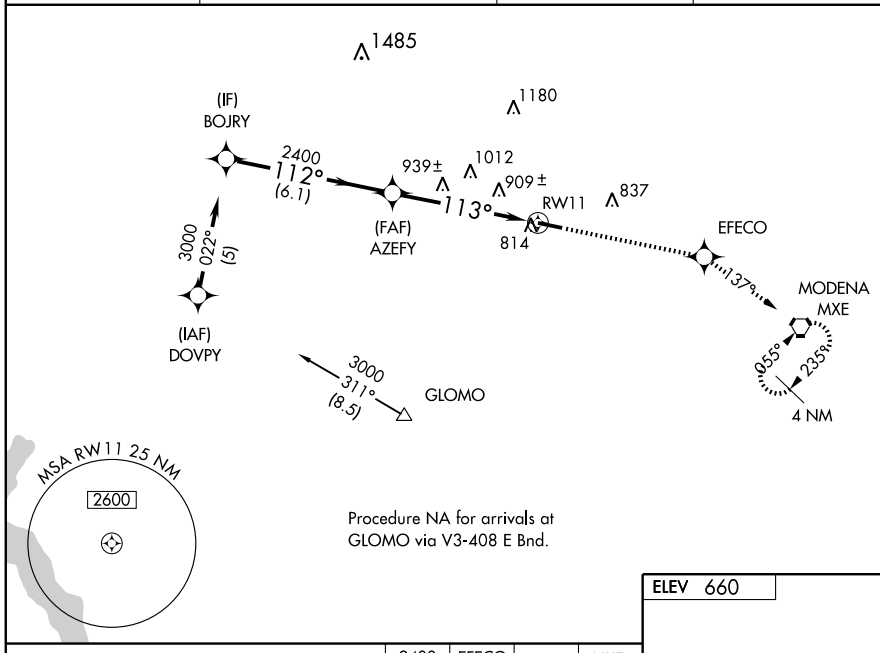
RNAV (GPS) RWY 11

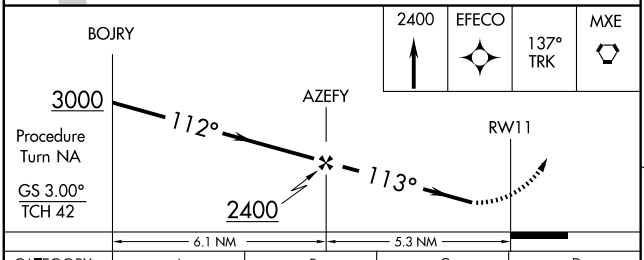
COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

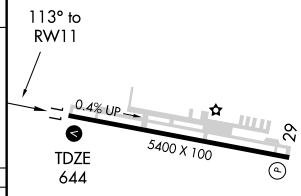
T A Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		955-1	311 (300-1)	
LNAV/VNAV DA		1274-2¼	630 (700-2¼)	
LNAV MDA	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)
CIRCLING	1200-1 540 (600-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

NE-4, 03 JUN 2010 to 01 JUL 2010

COATESVILLE, PENNSYLVANIA

AL-5134 (FAA)

WAAS CH 82506 W29A	APP CRS 293°	Rwy Idg 5400 TDZE 660 Apt Elev 660

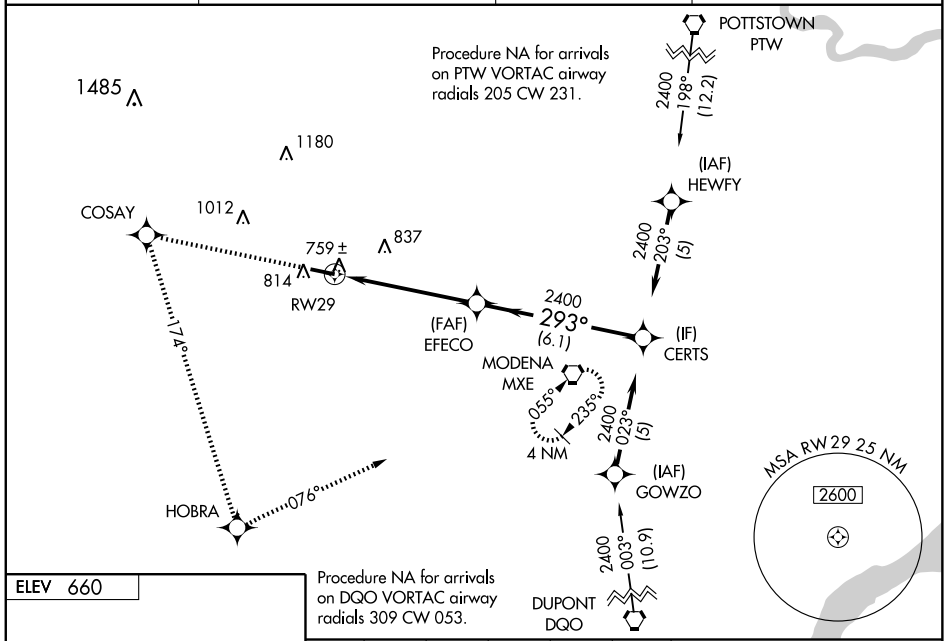
RNAV (GPS) RWY 29

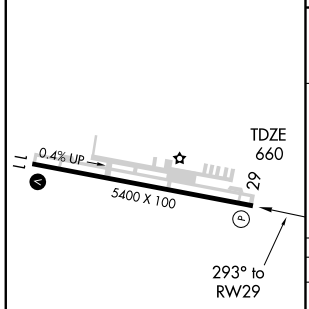
COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

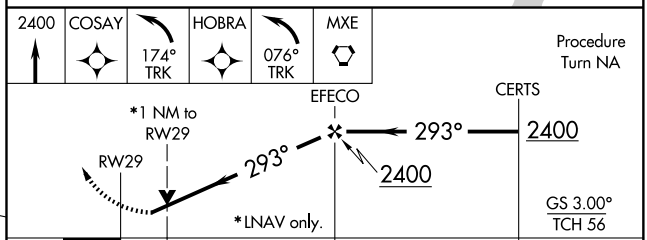
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	938-1	278 (300-1)		
LNAV/VNAV DA	1029-1¼	369 (400-1¼)		
LNAV MDA	1020-1	360 (400-1)		1020-1¼ 360 (400-1¼)
CIRCLING	1120-1	460 (500-1)	1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L

REIL Rwy 11-29 L

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
088°	TDZE	N/A
	Apt Elev	277

RNAV (GPS)-B

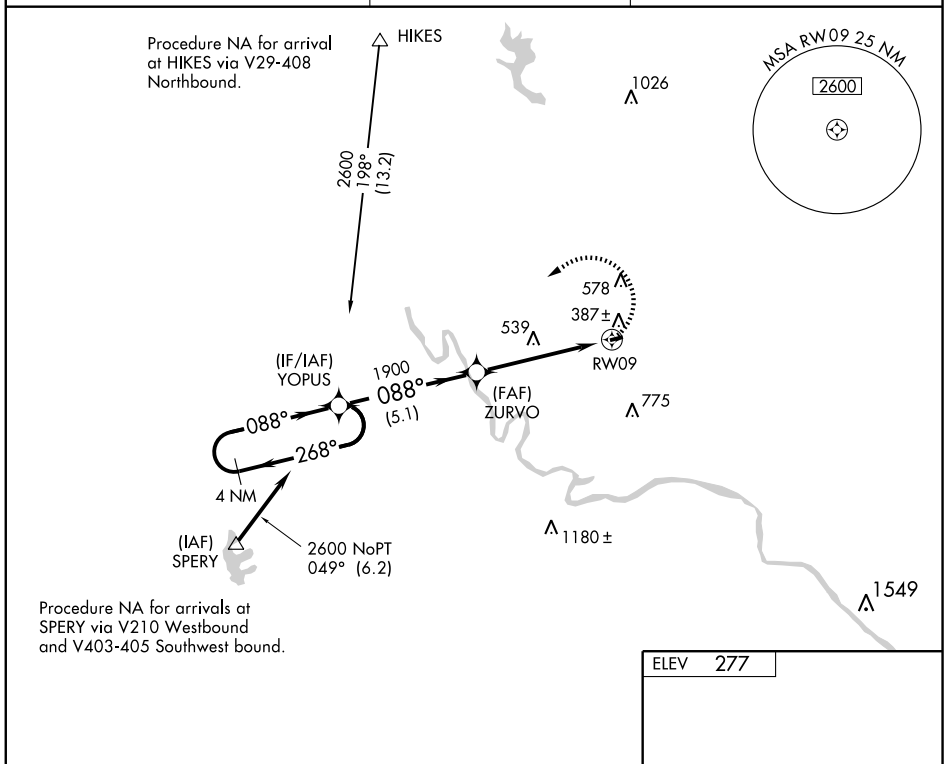
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

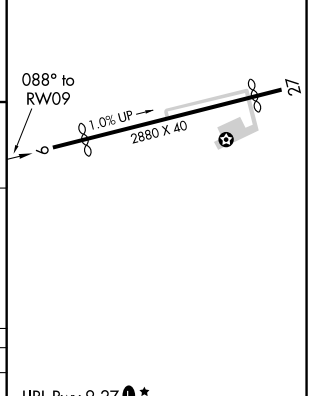
DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl. altimeter setting and increase MDA 80 feet.

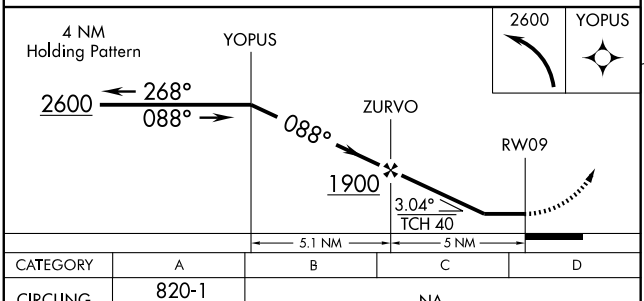
NA

MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

LIRL Rwy 9-27 L ★

APP CRS	Rwy Idg	N/A
268°	TDZE	N/A
	Apt Elev	277

RNAV (GPS)-C

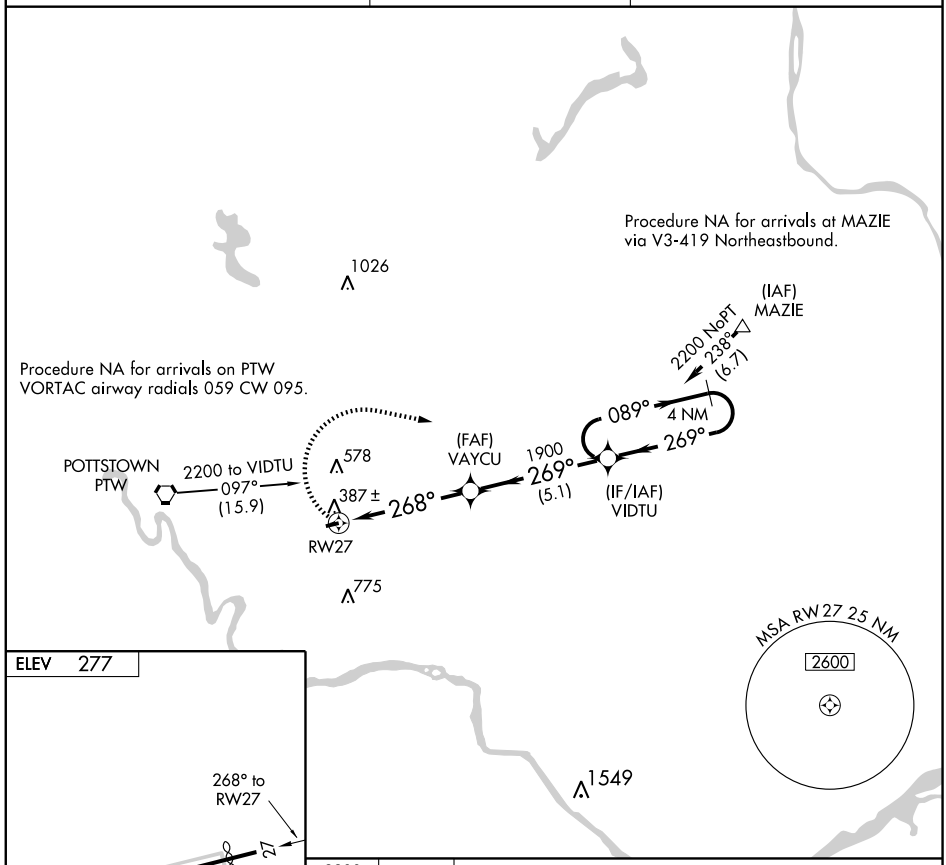
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl.altimeter setting and increase MDA 80 feet.

NA

MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

LIRL Rwy 9-27 L ★

VORTAC PTW	APP CRS	Rwy Idg	N/A
116.5	110°	TDZE	N/A
Chan 112		Apt Elev	277

VOR-A

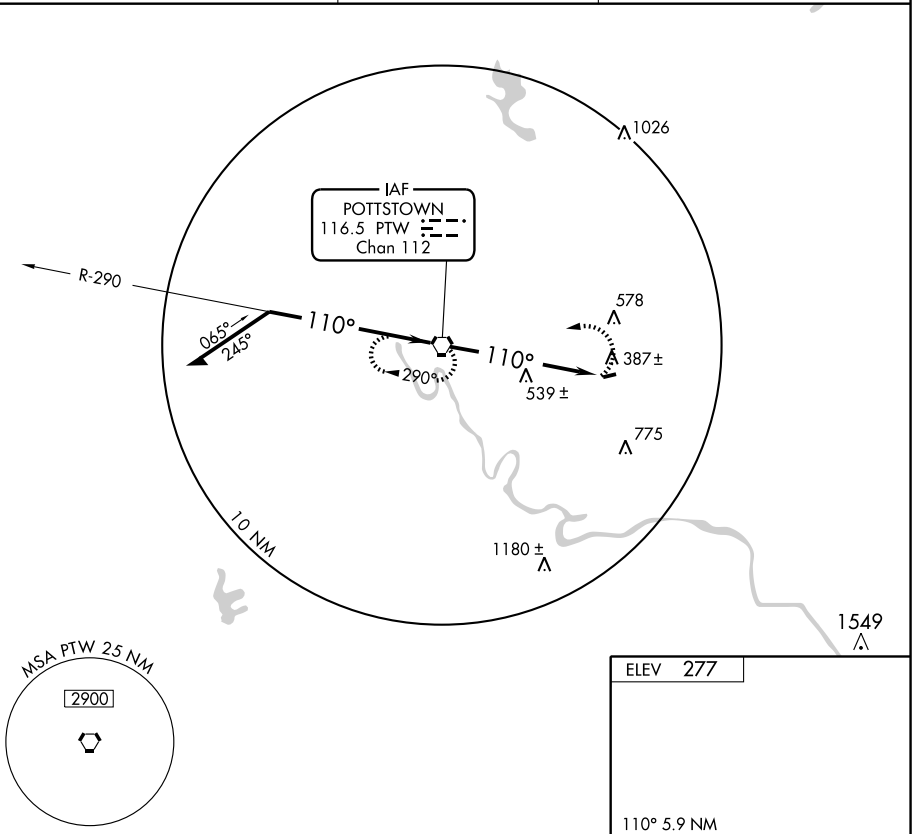
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

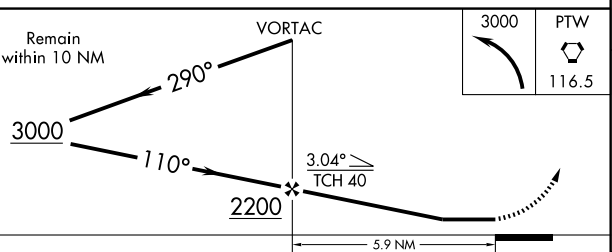
Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl altimeter setting and increase MDA 80 feet.

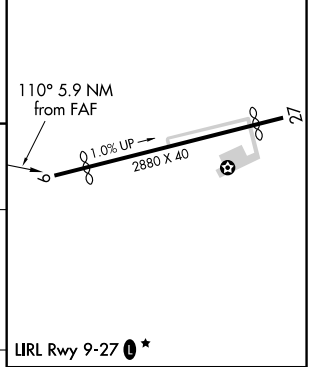
NA

MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold, continue climb-in-hold to 3000.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF) L







LIRL Rwy 9-27 L ★

CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-VVS	APP CRS	Rwy Idg	3458
110.7	049°	TDZE	1255
		Apt Elev	1267

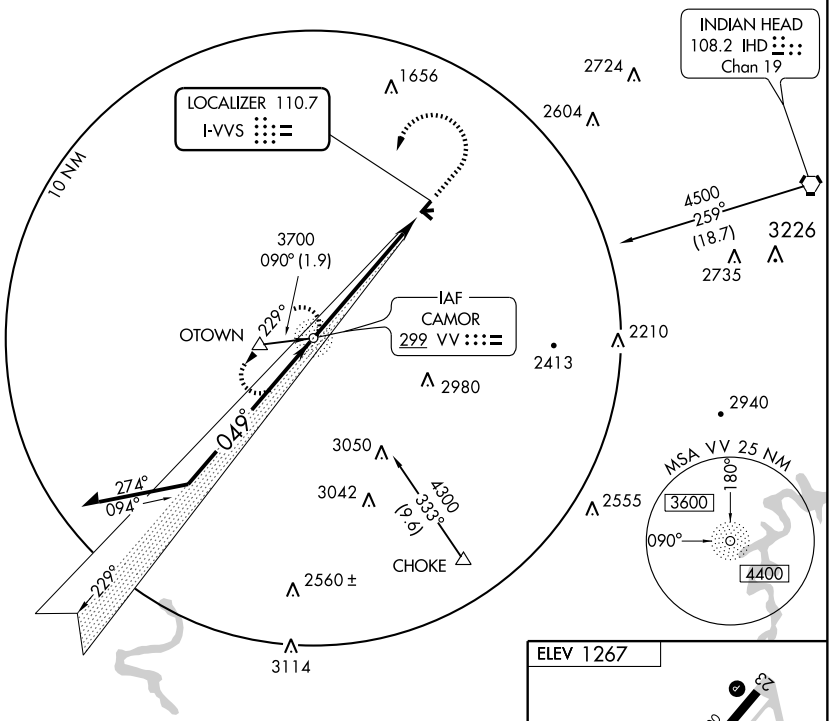
LOC RWY 5

CONNELLSVILLE / JOSEPH A. HARDY CONNELLSVILLE (VVS)

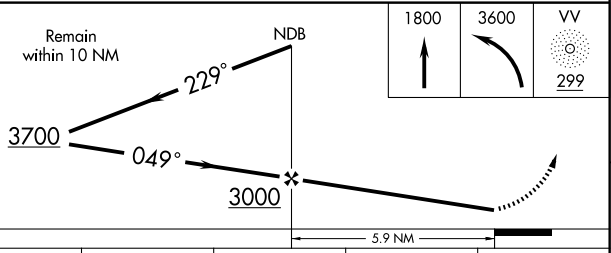
NA

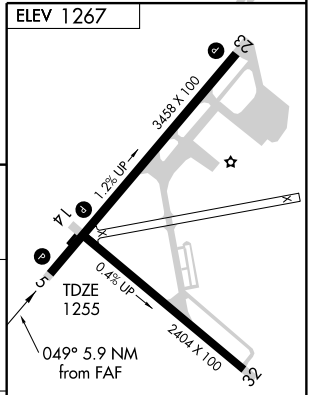
MISSED APPROACH: Climb to 1800 then climbing left turn to 3600 direct CAMOR NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.32	124.4 327.1	122.8 (CTAF) L



ADF REQUIRED





REIL Rwy 5 L
MIRL Rwy 5-23 and 14-32 L

CATEGORY	A	B	C	D
S-5	1620-1 365 (400-1)			NA
CIRCLING	1940-1 673 (700-1)	2120-1¼ 853 (900-1¼)	2180-2¾ 913 (1000-2¾)	NA

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NDB ORJ	APP CRS	Rwy Idg	4100
258	128°	TDZE	1747
		Apt Elev	1766

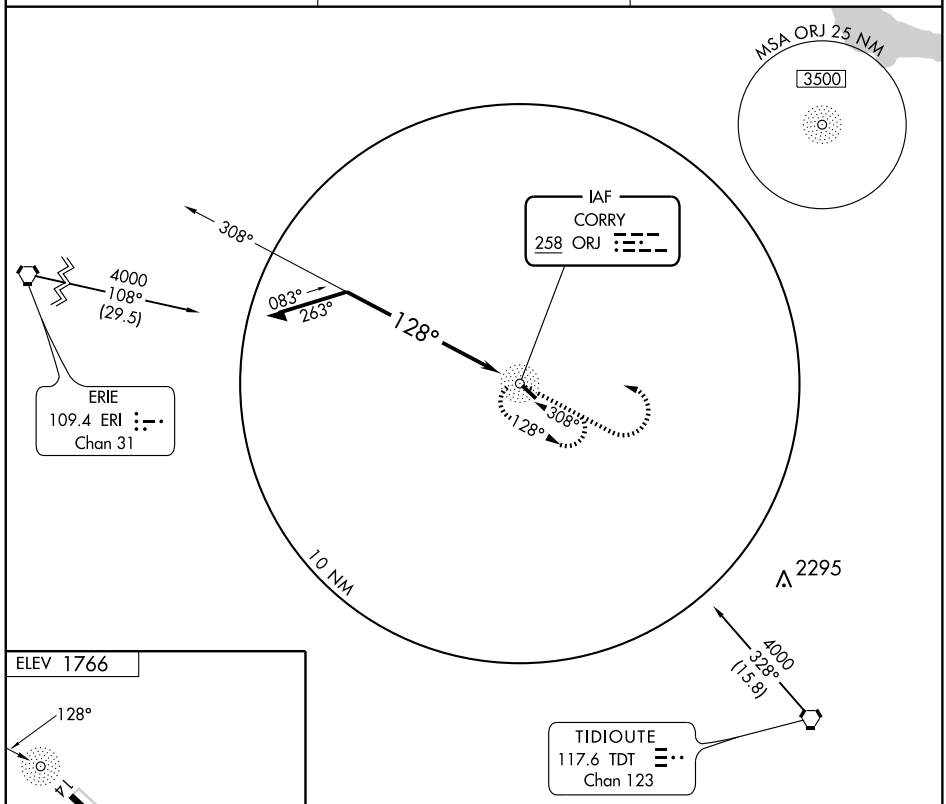
NDB RWY 14
CORRY-LAWRENCE (8G2)

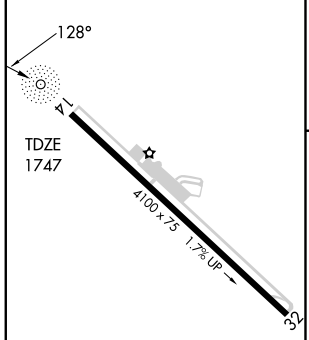
NA

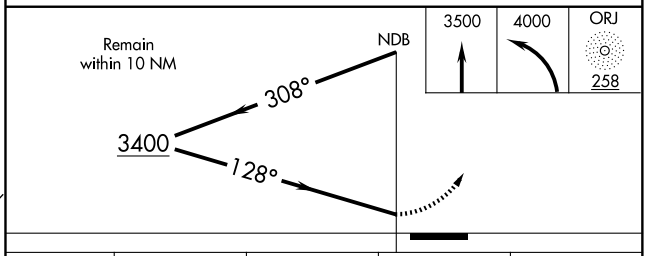
Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2400-1	653 (700-1)	2400-1¾ 653 (700-1¾)	NA
CIRCLING	2400-1	634 (700-1)	2400-1¾ 634 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4100
143°	TDZE	1747
	Apt Elev	1766

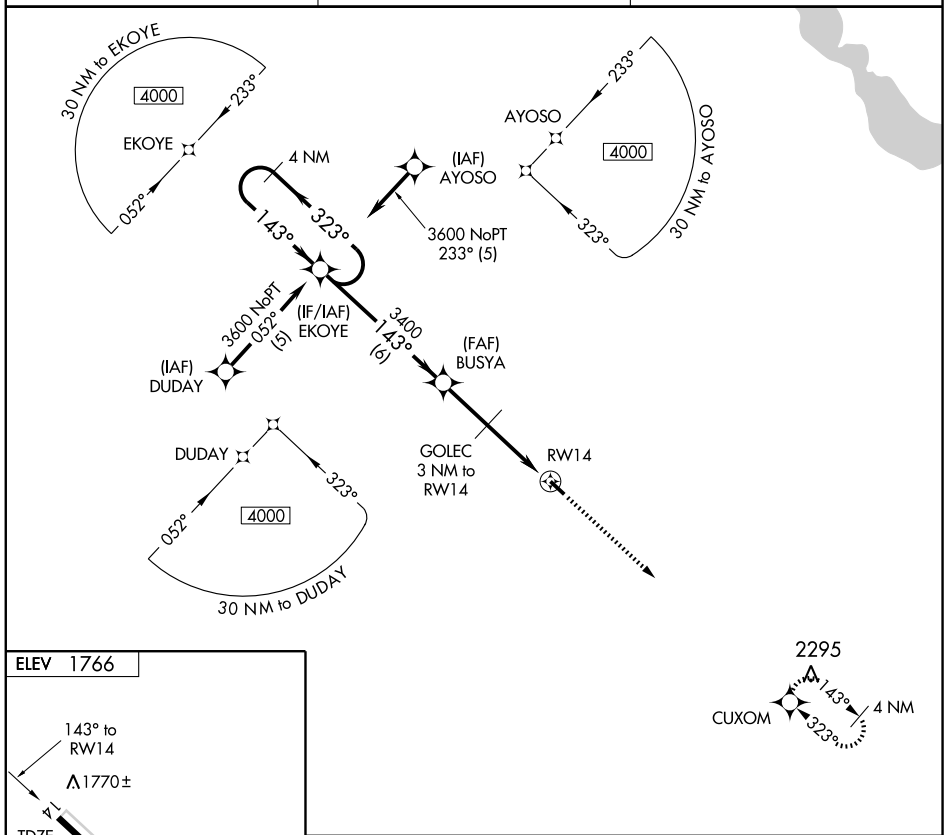
RNAV (GPS) RWY 14
CORRY-LAWRENCE (8G2)

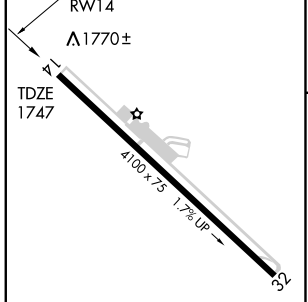
T
NA

Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

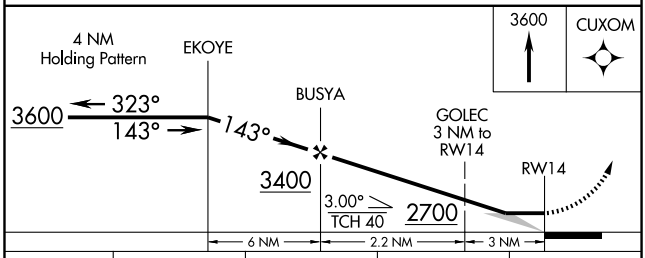
MISSED APPROACH: Climb to 3600 direct CUXOM WP and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2100-1 353 (400-1)			NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4. 03 JUN 2010 to 01 JUL 2010

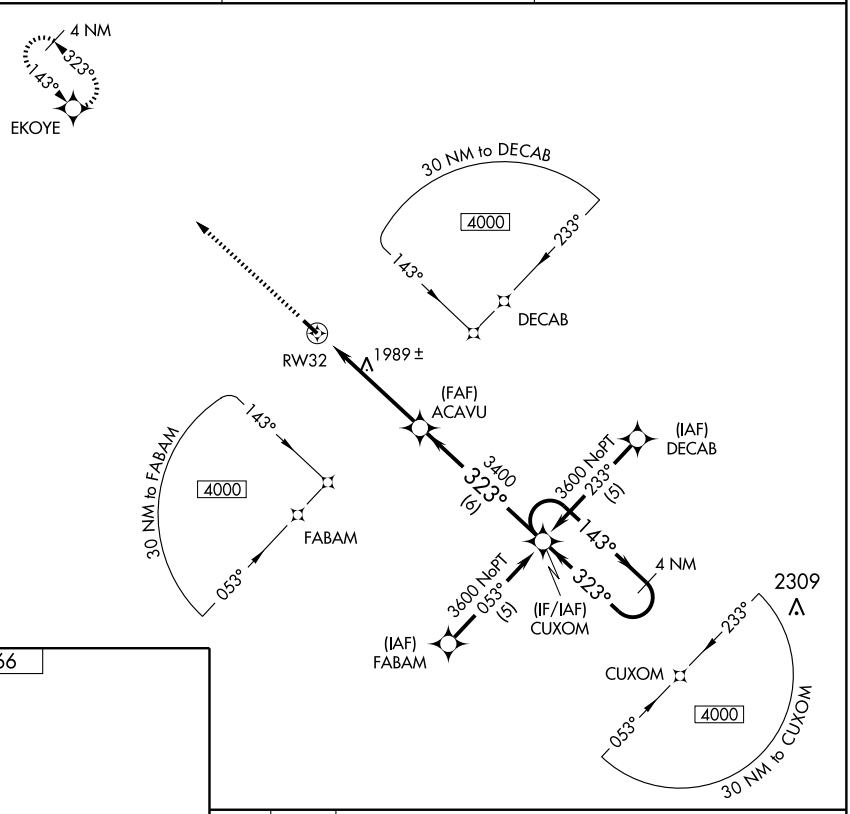
APP CRS	Rwy Idg	4100
323°	TDZE	1766
	Apt Elev	1766

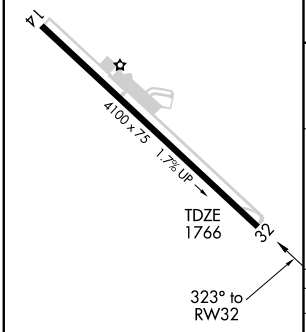
RNAV (GPS) RWY 32
CORRY-LAWRENCE (8G2)

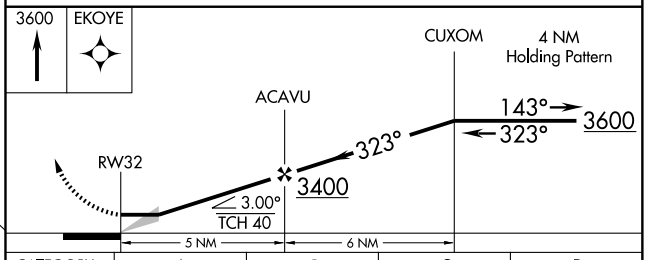
Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct EYOKE WP and hold.

JAMESTOWN AWOS-3	ERIE APP CON ★	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2300-1 534 (600-1)		2300-1½ 534 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4. 03 JUN 2010 to 01 JUL 2010

CORRY, PENNSYLVANIA

AL-6206 (FAA)

VORTAC TDT	APP CRS	Rwy Idg 4100
117.6	329°	TDZE 1766
Chan 123		Apt Elev 1766

VOR RWY 32

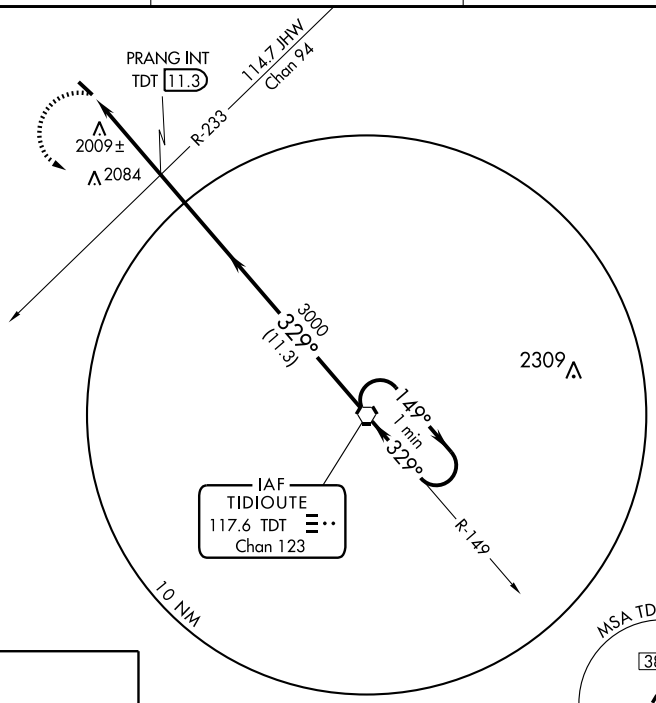
CORRY-LAWRENCE (8G2)

NA

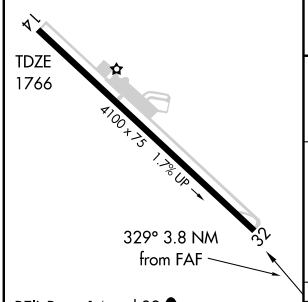
Use Jamestown, NY altimeter setting.

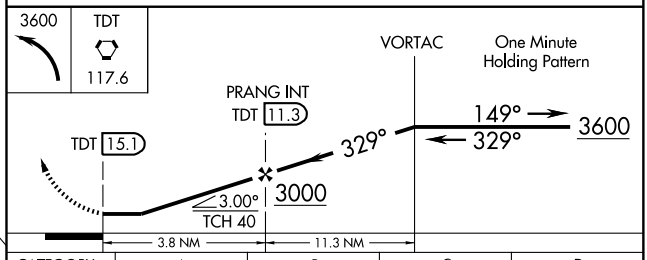
MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L



NoPT for arrivals on TDT VORTAC
Airway Radials 092 CW 239.





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-32	2320-1 554 (600-1)		2320-1½ 554 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 5

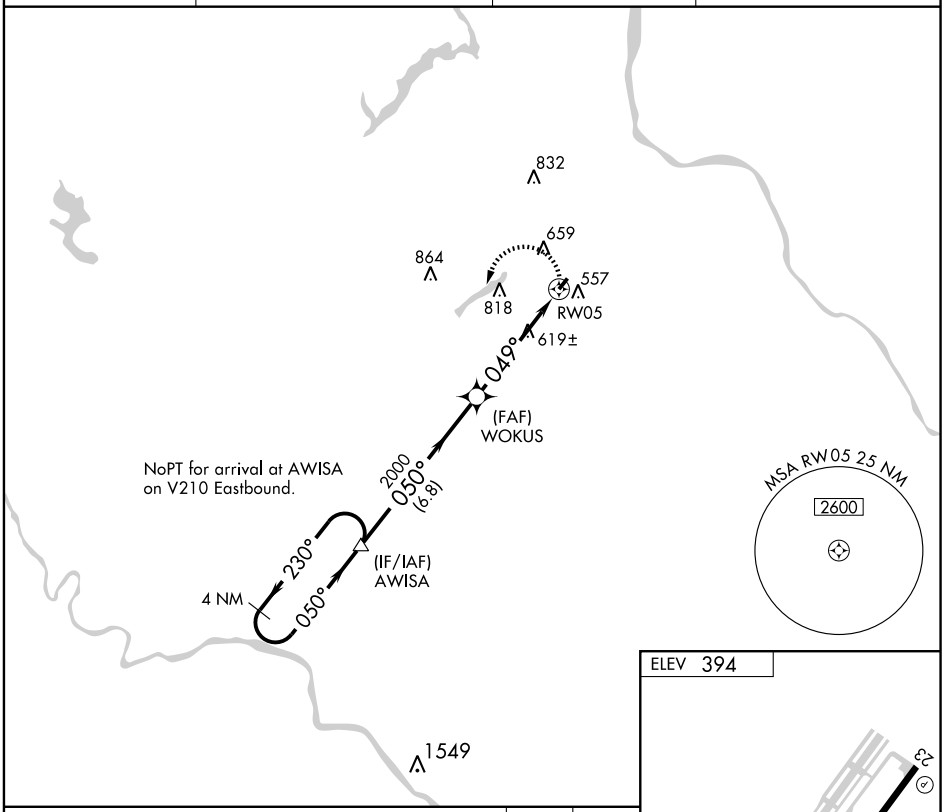
DOYLESTOWN (DYL)

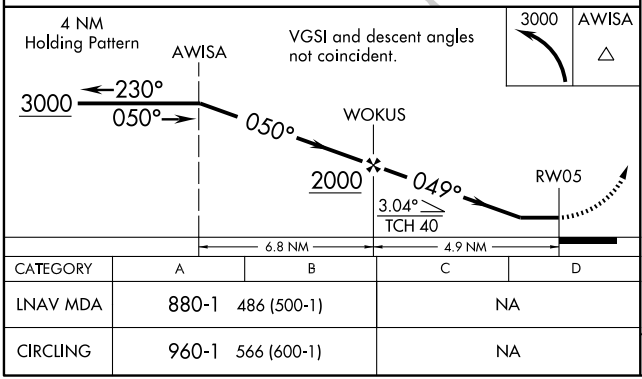
APP CRS	Rwy Idg	3004
049°	TDZE	394
	Apt Elev	394

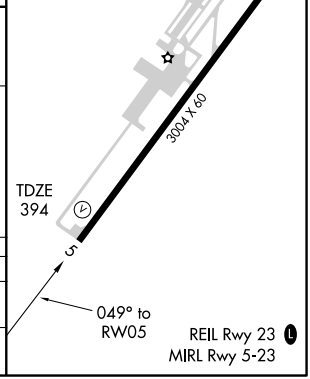
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1	486 (500-1)	NA	
CIRCLING	960-1	566 (600-1)	NA	

NE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 23

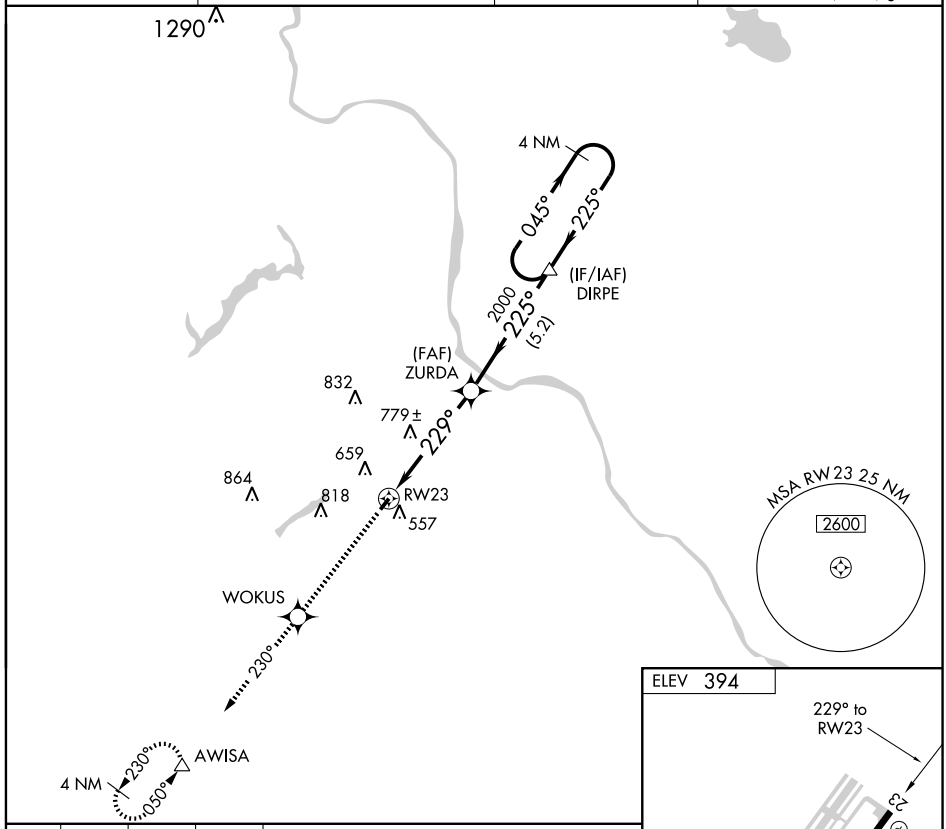
DOYLESTOWN (DYL)

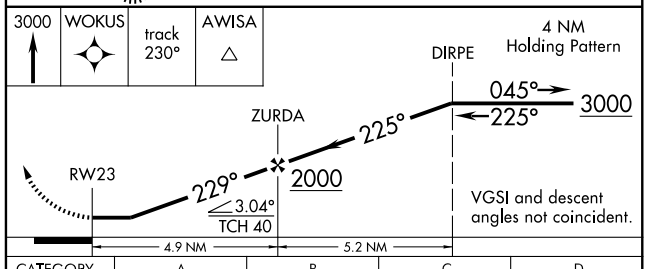
APP CRS	Rwy Idg	3004
229°	TDZE	394
	Apt Elev	394

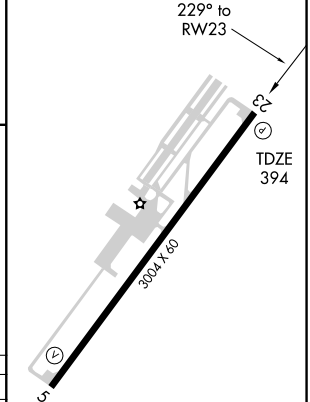
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1	646 (700-1)	NA	
CIRCLING	1040-1	646 (700-1)	NA	

REIL Rwy 23 L
MIRL Rwy 5-23

NE-4. 03 JUN 2010 to 01 JUL 2010

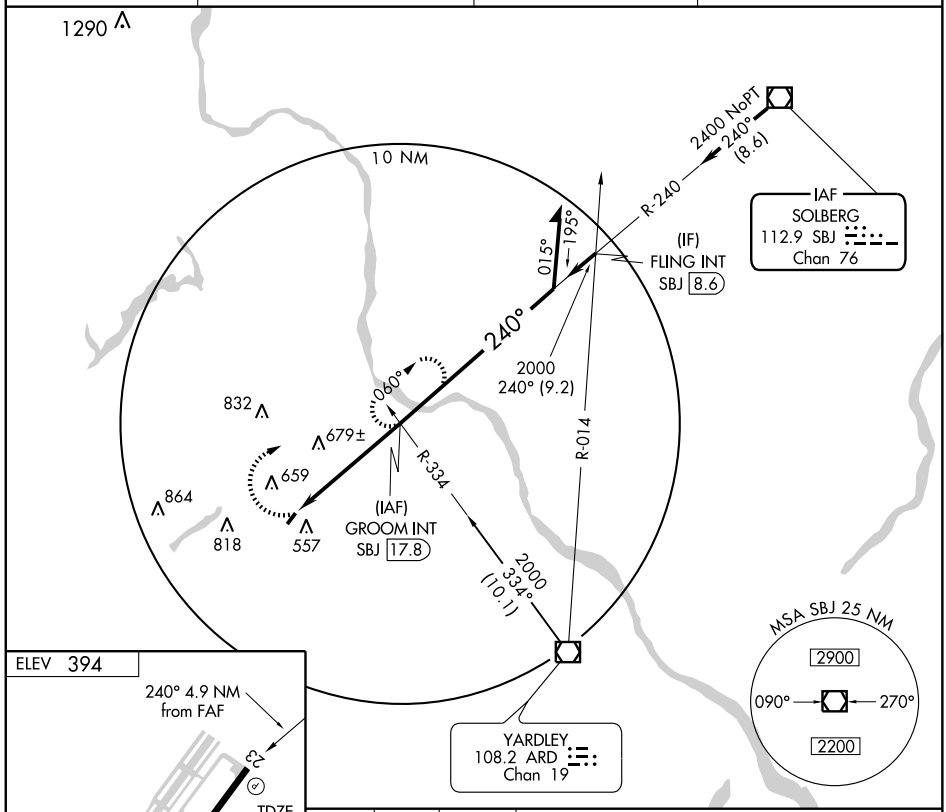
VOR/DME SBJ	APP CRS	Rwy Idg	3004
112.9	240°	TDZE	394
Chan 76		Apt Elev	394

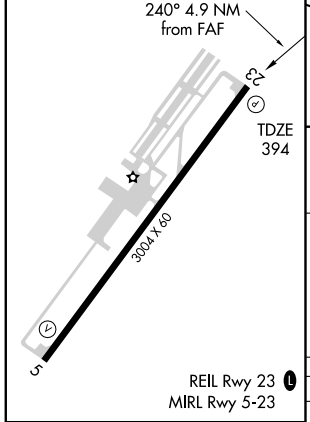
VOR RWY 23
DOYLESTOWN (DYL)

If local altimeter setting not received, use Pennridge altimeter setting.

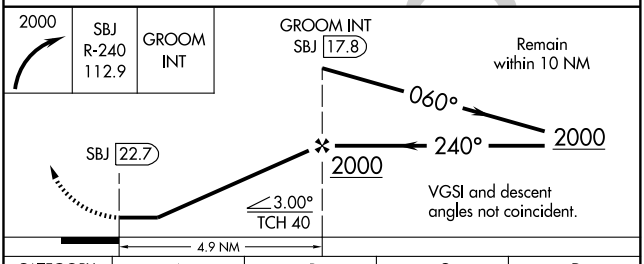
MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-23	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	
CIRCLING	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	

NE-4, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 25

DUBOIS RGNL (DUJ)

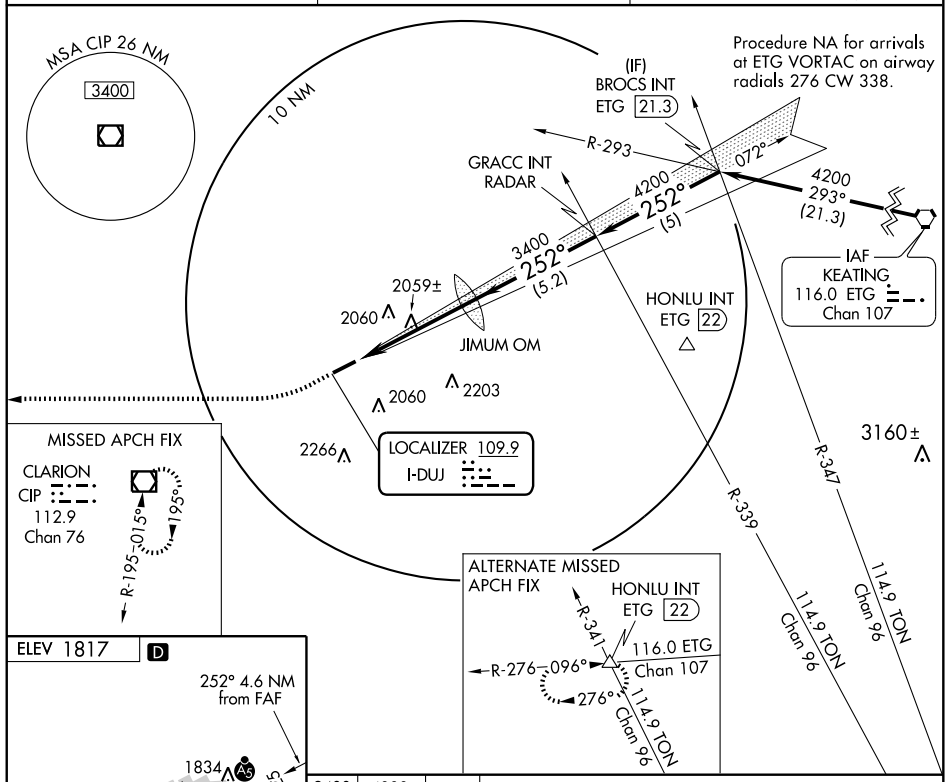
LOC I-DUJ	APP CRS	Rwy Idg	5504
109.9	252°	TDZE	1817
		Apt Elev	1817

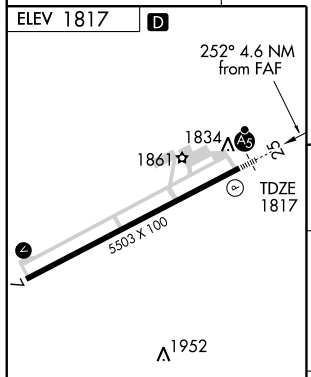
When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and S-LOC 25 Cat C and Circling Cat C visibilities ¼ mile and S-LOC 25 Cat D visibility ½ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility to 1 mile.

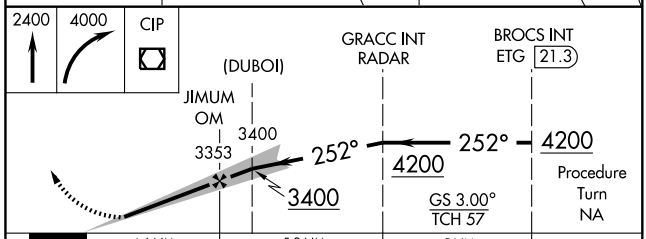
MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L







REIL Rwy 7 L
HIRL Rwy 7-25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 25	2017-½ 200 (200-½)			
S-LOC 25	2320-½ 503 (600-½)		2320-1 503 (600-1)	
CIRCLING	2320-1 503 (600-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5504
CH 82116	072°	TDZE	1817
W07A		Apt Elev	1816

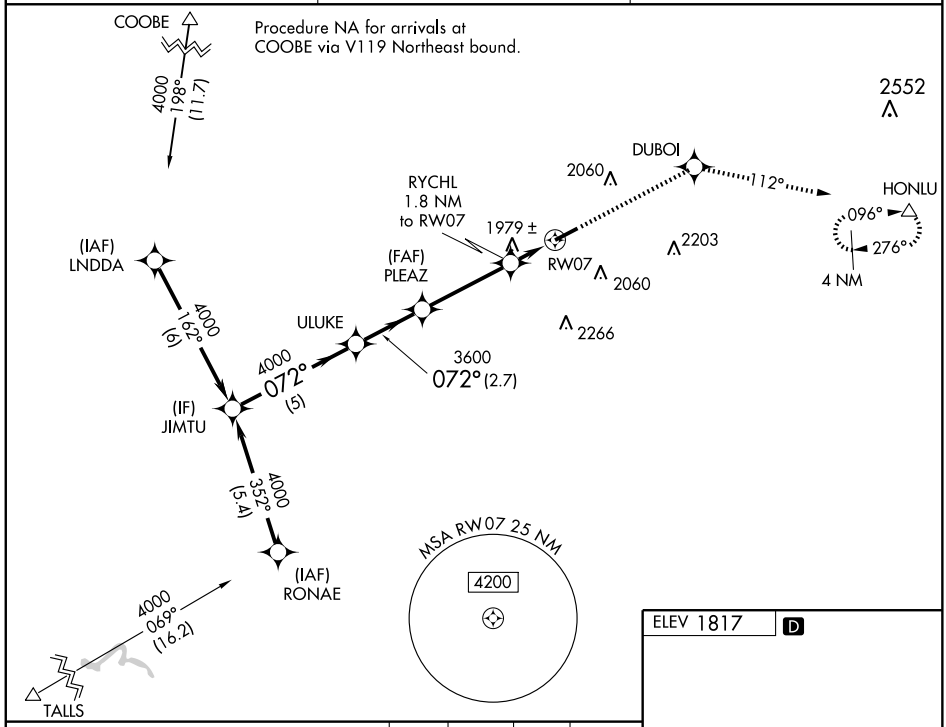
RNAV (GPS) RWY 7

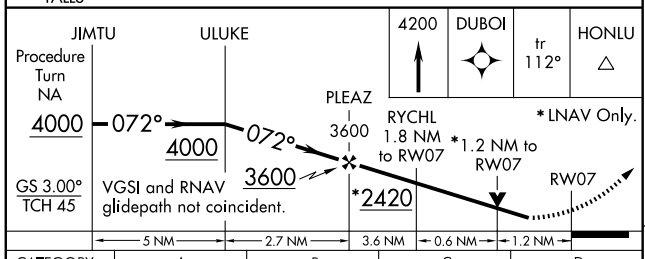
DUBOIS RGNL (DUJ)

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile and LPV all Cats and LNAV Cat D visibilities ½ mile. VDP NA with Clearfield altimeter setting.

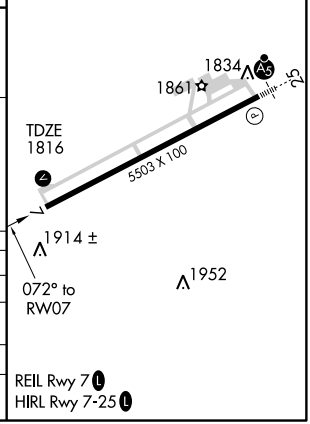
MISSED APPROACH: Climb to 4200 direct DUBOI and on track 112° to HONLU and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2066-¾ 250 (300-¾)			
LNAV/VNAV DA	2313-1¾ 497 (500-1¾)			
LNAV MDA	2240-1 424 (500-1)		2240-1¼ 424 (500-1¼)	
CIRCLING	2300-1 483 (500-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)



NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5504
CH 97407	252°	TDZE	1817
W25A		Apt Elev	1817

RNAV (GPS) RWY 25

DUBOIS RGNL (DUJ)

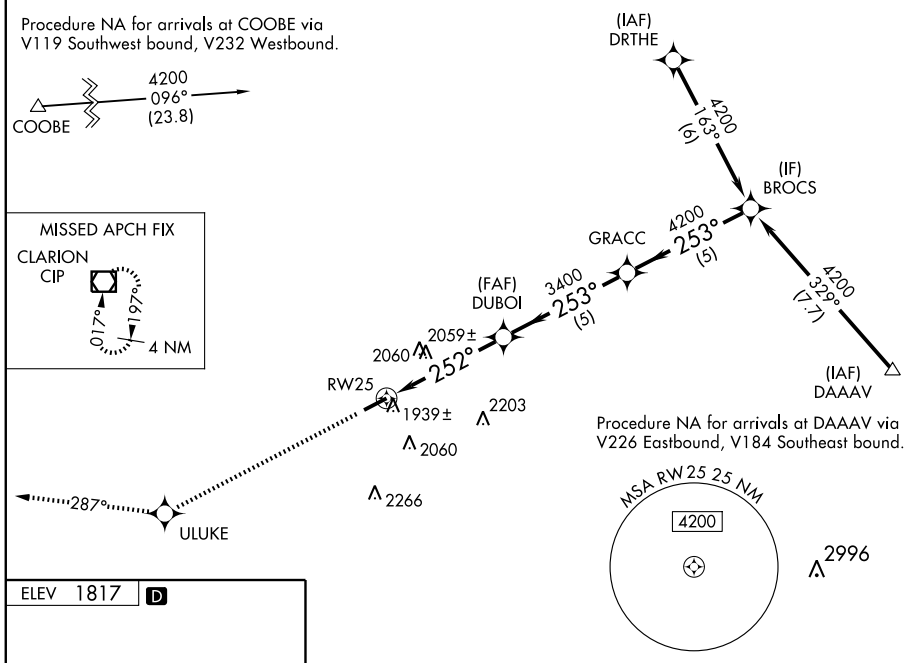
Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1 mile. VDP NA with Clearfield altimeter setting. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV Cat C and Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile.

MALSR

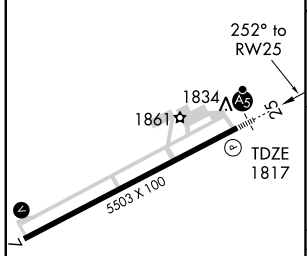
MISSED APPROACH: Climb to 4000 direct ULUKE and on track 287° to CIP VOR/DME and hold.

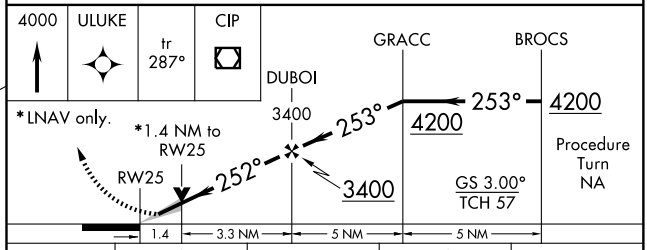
ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L

Procedure NA for arrivals at COOBE via V119 Southwest bound, V232 Westbound.



Procedure NA for arrivals at DAAAV via V226 Eastbound, V184 Southeast bound.





CATEGORY	A	B	C	D
LPV DA	2017-½ 200 (200-½)			
LNAV/VNAV DA	2209-¾ 392 (400-¾)			
LNAV MDA	2320-½ 503 (600-½)		2320-1 503 (600-1)	
CIRCLING	2320-1 503 (600-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L

VOR/DME RWY 7

DUBOIS RGNL (DUJ)

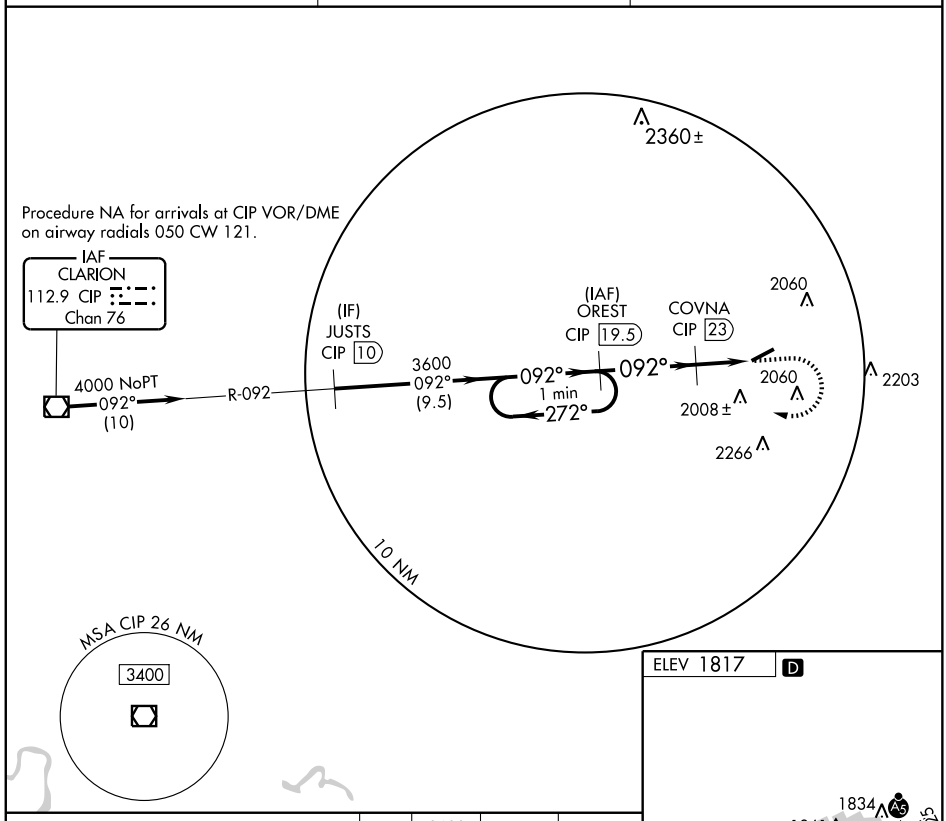
VOR/DME CIP	APP CRS	Rwy Idg	5504
112.9	092°	TDZE	1816
Chan 76		Apt Elev	1817

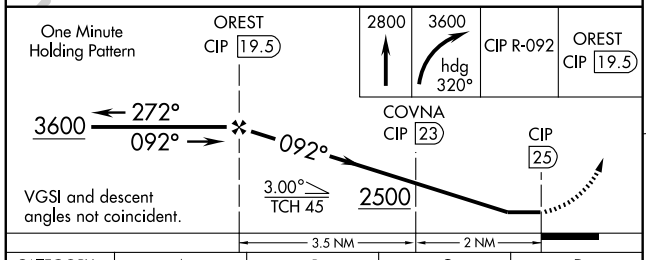
Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 100 feet and Circling Cat C visibility ¼ mile.

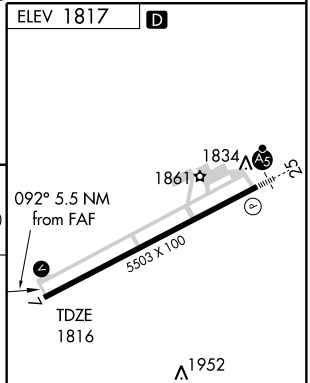
MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 via heading 320° and CIP R-092 to OREST/19.5 DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L

Procedure NA for arrivals at CIP VOR/DME on airway radials 050 CW 121.







CATEGORY	A	B	C	D
S-7	2260-1 444 (500-1)	2260-1¼ 444 (500-1¼)	2260-1½ 444 (500-1½)	2260-2 444 (500-2)
CIRCLING	2300-1 483 (500-1)	2300-1¼ 483 (500-1¼)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME STW	APP CRS	Rwy Idg	N/A
109.6	291°	TDZE	N/A
Chan 33		Apt Elev	480

VOR/DME or GPS-A

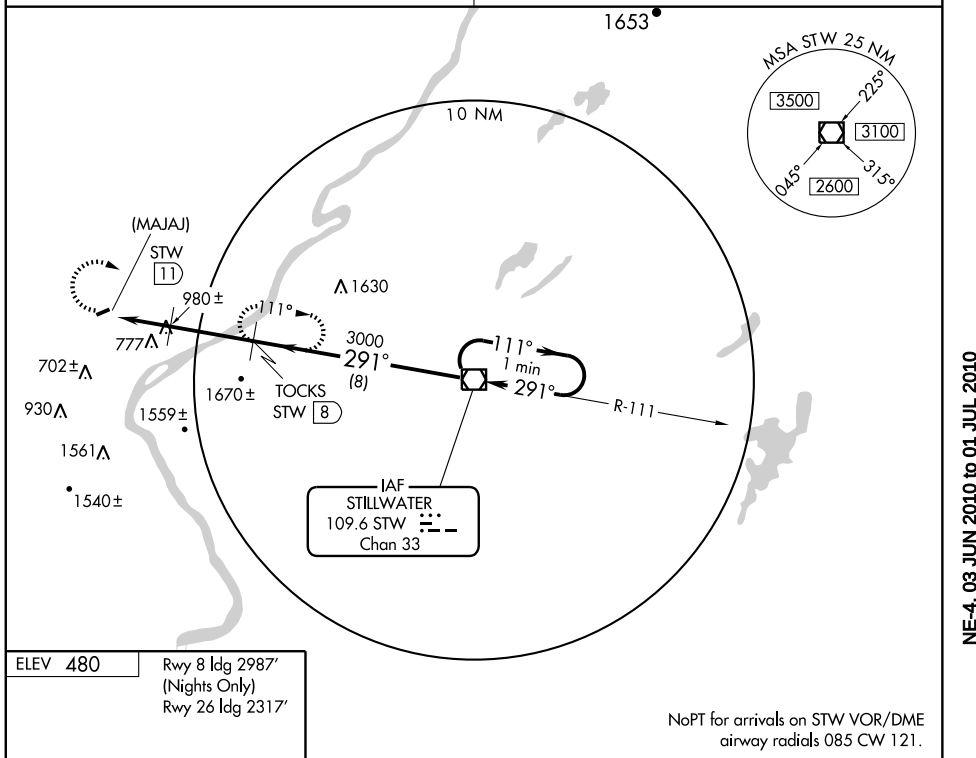
EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting minimums.

NA

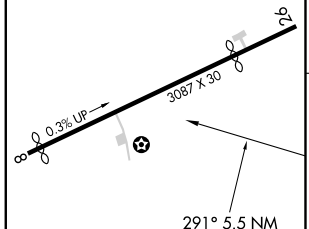
MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	123.0 (CTAF) L



ELEV 480

Rwy 8 ldg 2987′
(Nights Only)
Rwy 26 ldg 2317′



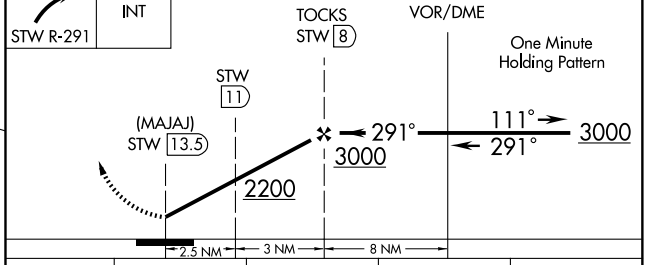
291° 5.5 NM from FAF

LIRL Rwy 8-26 L ★

Knots	60	90	120	150	180
Min:Sec					

NoPT for arrivals on STW VOR/DME airway radials 085 CW 121.

3000	TOCKS
STW R-291	INT



CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1000 (1000-1¼)	1480-1½ 1000 (1000-1½)	NA	

ALLENTOWN ALTIMETER SETTING MINIMUMS		
CIRCLING	1980-3 1500 (1500-3)	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	1764
009°	TDZE	395
	Apt Elev	399

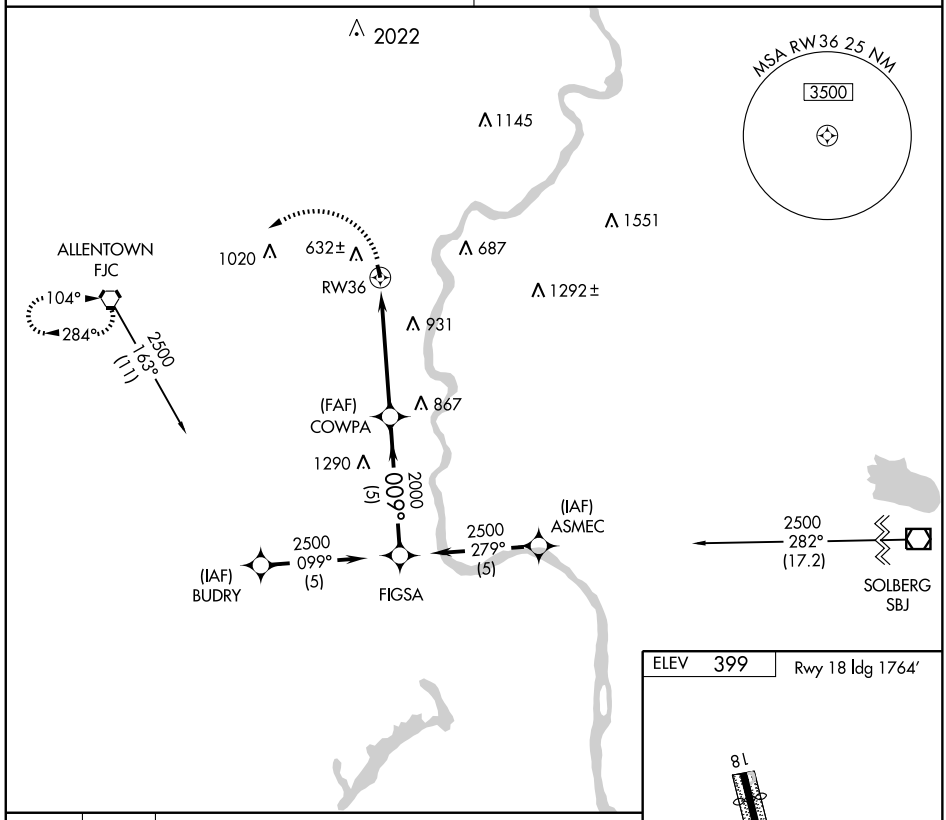
GPS RWY 36

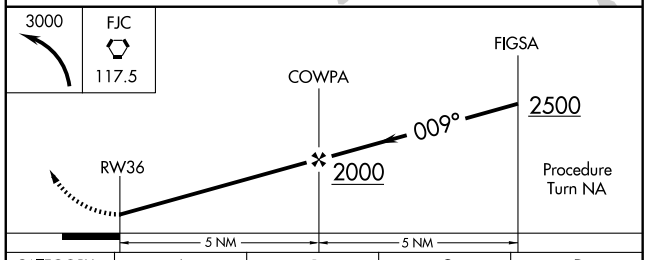
EASTON/BRADEN AIRPARK (N43)

Use Allentown, PA altimeter setting.
NA Procedure NA at night.

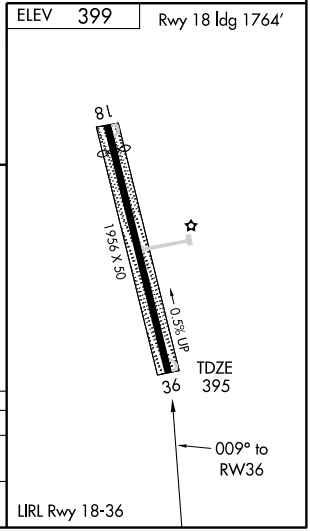
MISSED APPROACH: Climbing left turn to 3000, direct FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	**123.0** (CTAF)





CATEGORY	A	B	C	D
S-36	1160-1 765 (800-1)	1160-1¼ 765 (800-1¼)	NA	
CIRCLING	1160-1 761 (800-1)	1160-1¼ 761 (800-1¼)	NA	



NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC FJC 117.5 Chan 122	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 399

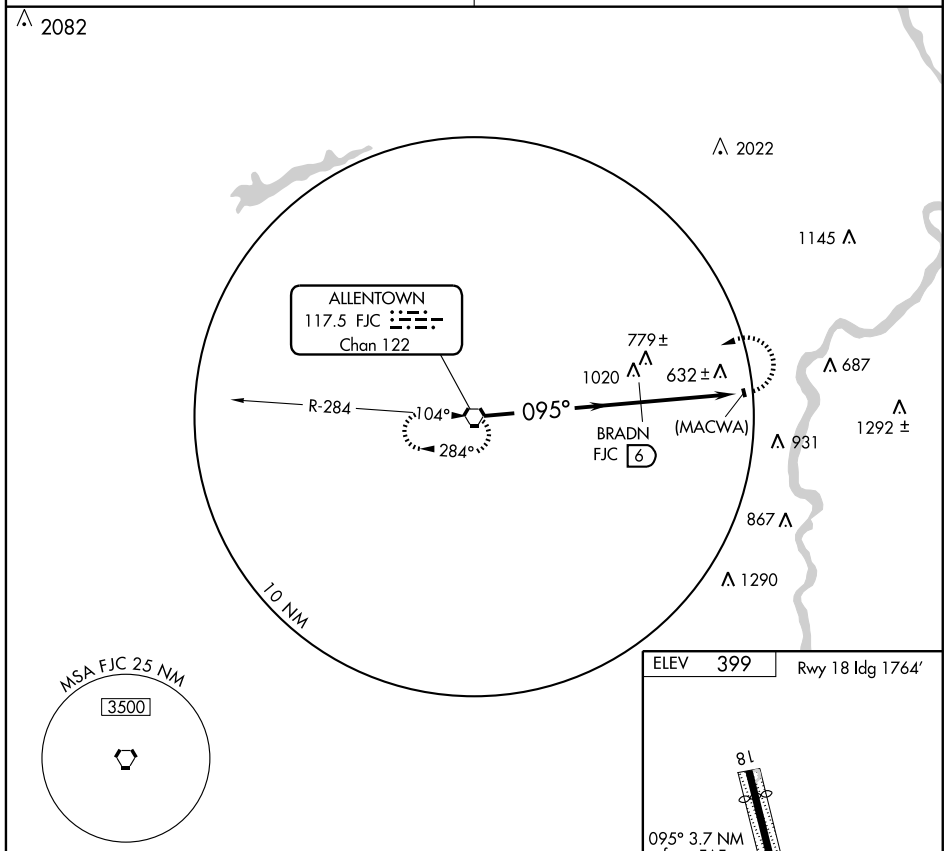
VOR/DME or GPS-D

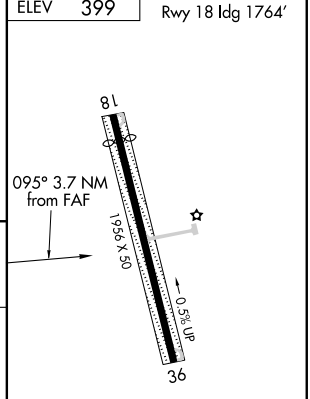
EASTON/BRADEN AIRPARK (N43)

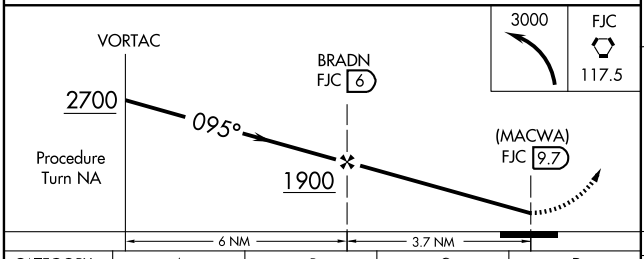
▼ Use Allentown, PA altimeter setting.
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1300-1¼	901 (1000-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3204
066°	TDZE	2088
	Apt Elev	2099

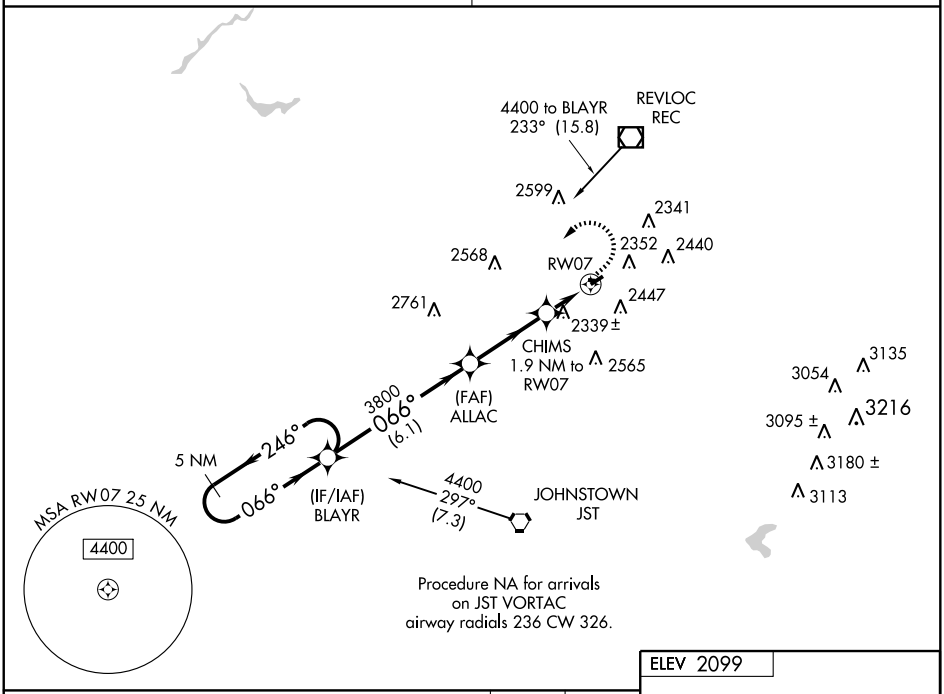
RNAV (GPS) RWY 7
EBENSBURG (9G8)

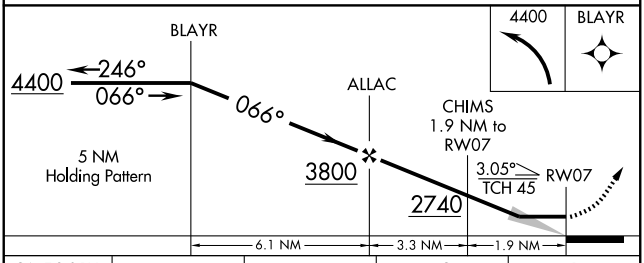
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

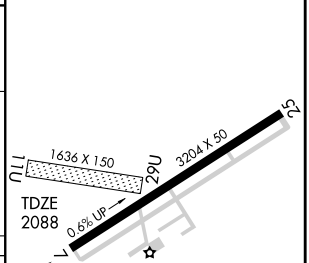
NA

MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2600-1 512 (600-1)		2600-1½ 512 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2640-1 552 (600-1)		2640-1½ 552 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

MIRL Rwy 7-25 L

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3204
246°	TDZE	2098
	Apt Elev	2099

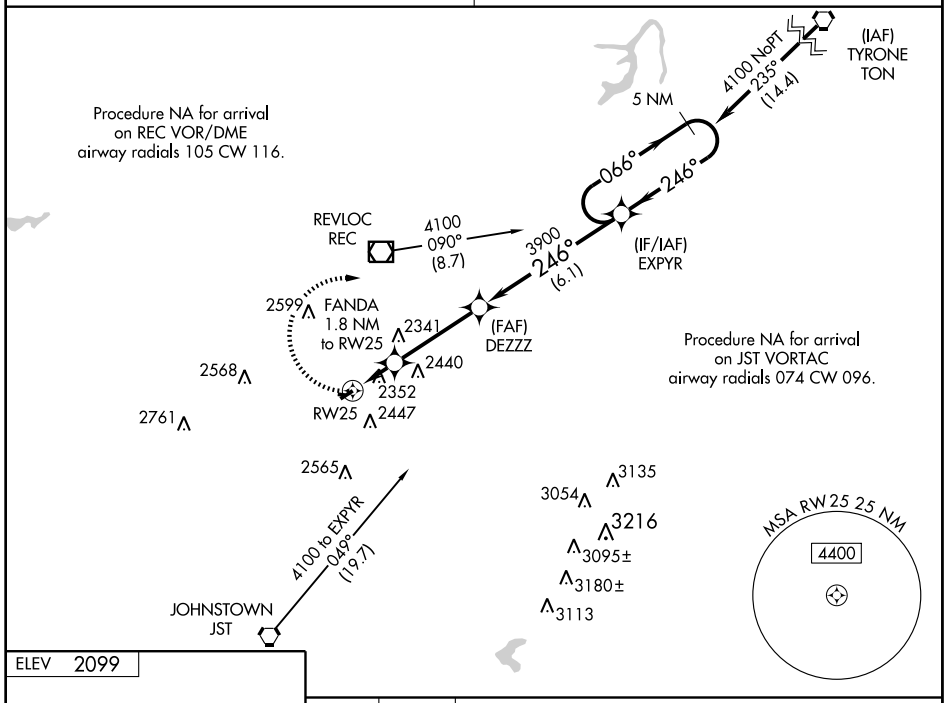
RNAV (GPS) RWY 25
EBENSBURG (9G8)

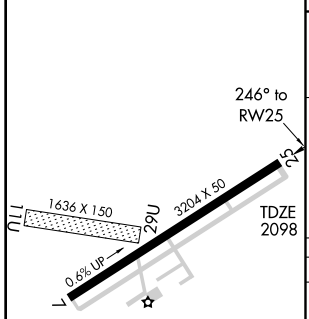
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

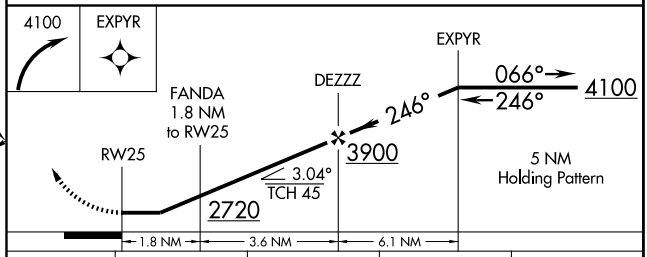
NA

MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2620-1 522 (600-1)		2620-1½ 522 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2¼ 841 (900-2¼)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2660-1 562 (600-1)		2660-1½ 562 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2½ 881 (900-2½)	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

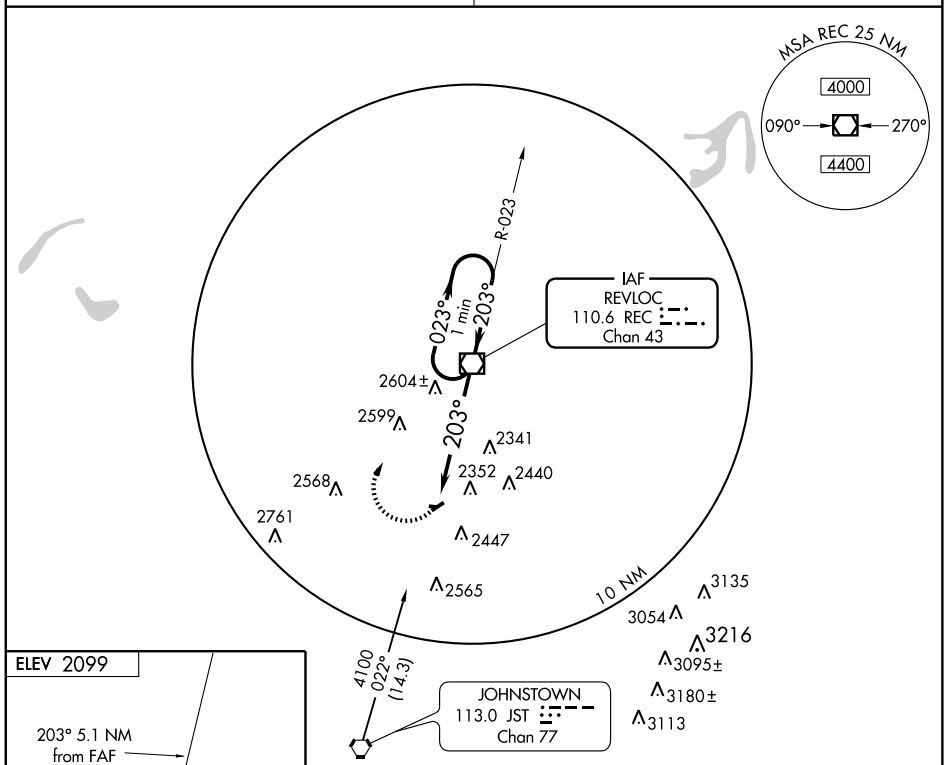
VOR/DME REC	APP CRS	Rwy Idg	N/A
110.6	203°	TDZE	N/A
Chan 43		Apt Elev	2099

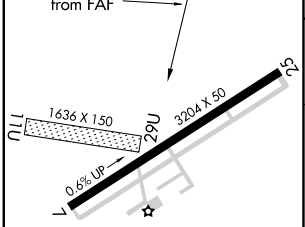
VOR-A
EBENSBURG (9G8)

Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

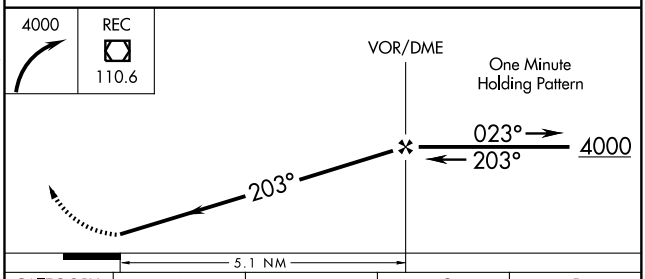
CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF)





MIRL Rwy 7-25 (L)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



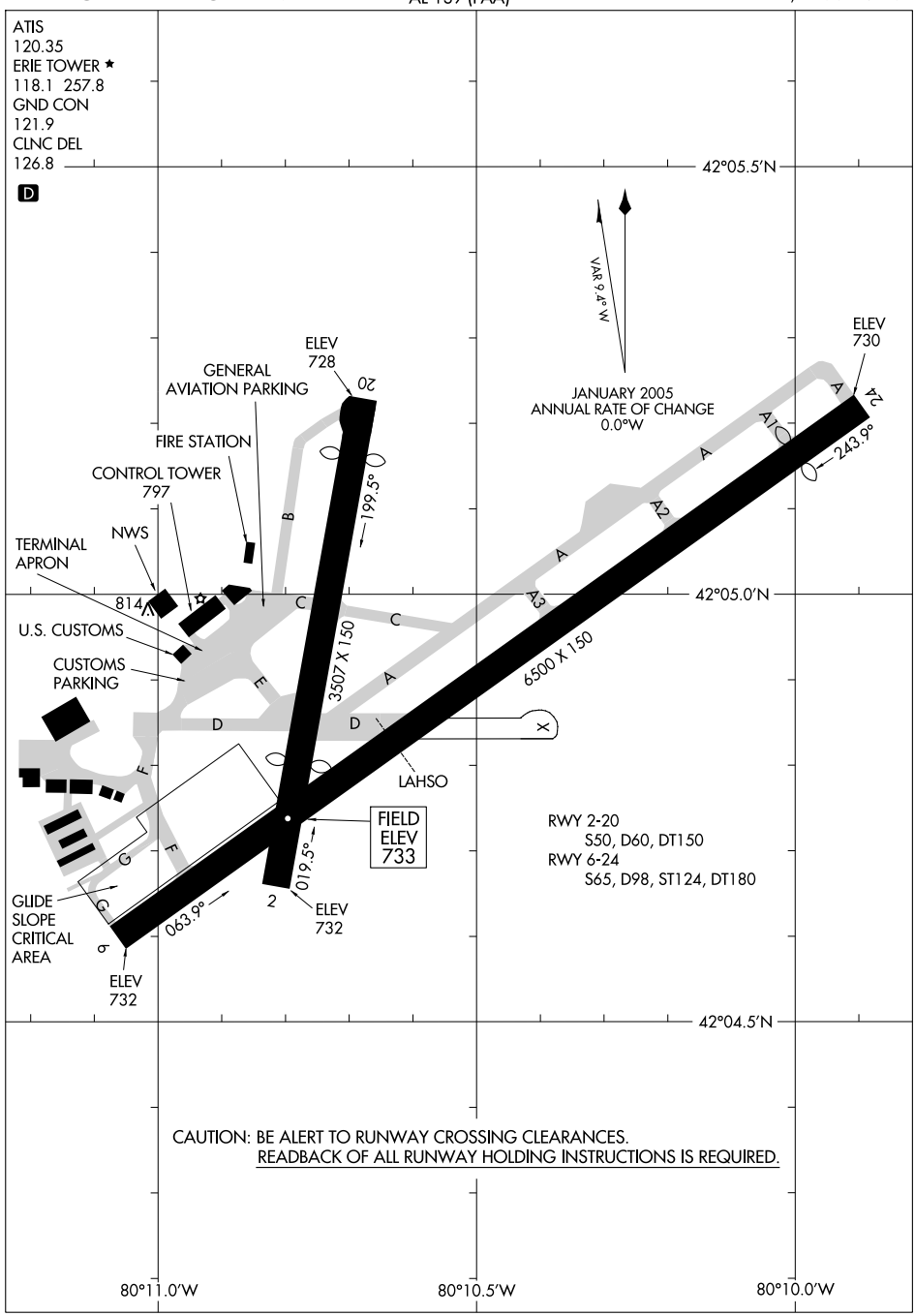
CATEGORY	A	B	C	D
CIRCLING	2860-1 761 (800-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	2920-1 821 (900-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA



NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-AWY	APP CRS	Rwy Idg	6010
110.3	242°	TDZE	732
		Apt Elev	733

ILS or LOC/DME RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

T A Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-ILS 24 all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX
242°
062°
ESMER
349 ER

DME or RADAR REQUIRED

(IAF) HIMOR ERI 19
ERI R-016
3400 NoPT ERI 19 Arc
ERI LR-054
062°
(IF) JONLI ERI 19
LOCALIZER 110.3 I-AWY
062° 1 min 242°
ERI LR-067
2400 to DEFJO 242° (7)
YUYXI ERI 10
(IAF) DEFJO ERI 12
985 WAILS OM
1590
1736
2040
830
906
1256±
912
1405
2171
955±
849
1340
1495
883±
1268
1549
2122
1260±
1340
1687
1784
1585
1723
1789
1683
1725
1711
1903
1773±
ERI R-121
(IAF) MUGOE ERI 19
3400 NoPT ERI 19 Arc
10 NM
ERIE 109.4 ERI Chan 31
2700 to DEFJO 060° (12)
MSA ERI 25 NM
2500
3200
220°
040°
R-242
062°
242°
LOM ESMER 349 ER

ELEV 733 D
242° 5 NM from FAF
772±
783±
20
24
TWR 797
TDZE 732
3507 X 150
6500 X 150
802±
764
818±
764
2
754
793±
752
HIRL Rwy 6-24 L
MIRL Rwy 2-20

3000 ERI 109.4
DEFJO ERI 12
2400
062°
2700
242°
YUYXI ERI 10
ERI 7
242°
1740*
2400
GS 3.00°
TCH 56
* LOC Only.
3 NM 2 NM

CATEGORY	A	B	C	D
S-ILS 24	935-½ 203 (300-½)			
S-LOC 24	1140-½ 408 (500-½)		1140-¾ 408 (500-¾)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-ERI	APP CRS	Rwy Idg	6500
110.3	062°	TDZE	733
		Apt Elev	733

ILS or LOC RWY 6

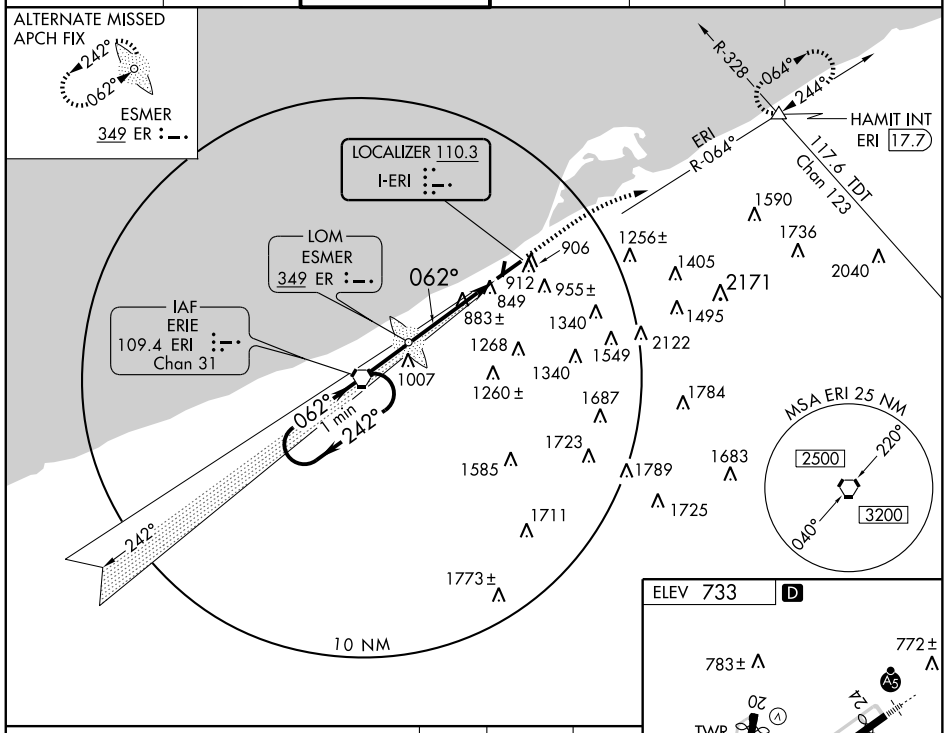
ERIE INTL/TOM RIDGE FIELD (ERI)

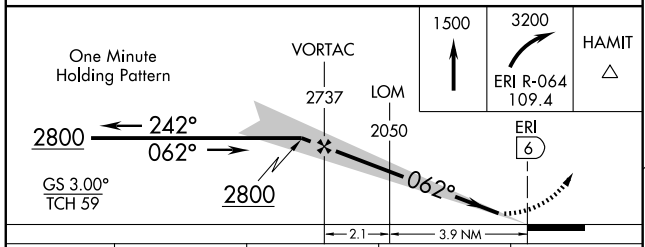
T Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6.
A For inoperative MALSR, increase S-LOC 6 Cats. A/B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-ILS 6 all Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000.

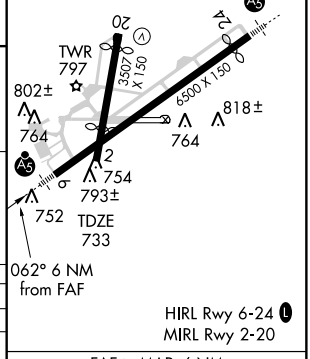
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
S-ILS 6	983/40 250 (300-¾)			
S-LOC 6	1160/40 427 (500-¾)			1160/50 427 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4. 03 JUN 2010 to 01 JUL 2010

LOM ER	APP CRS	Rwy Idg	6500
349	062°	TDZE	733
		Apt Elev	733

NDB RWY 6

ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

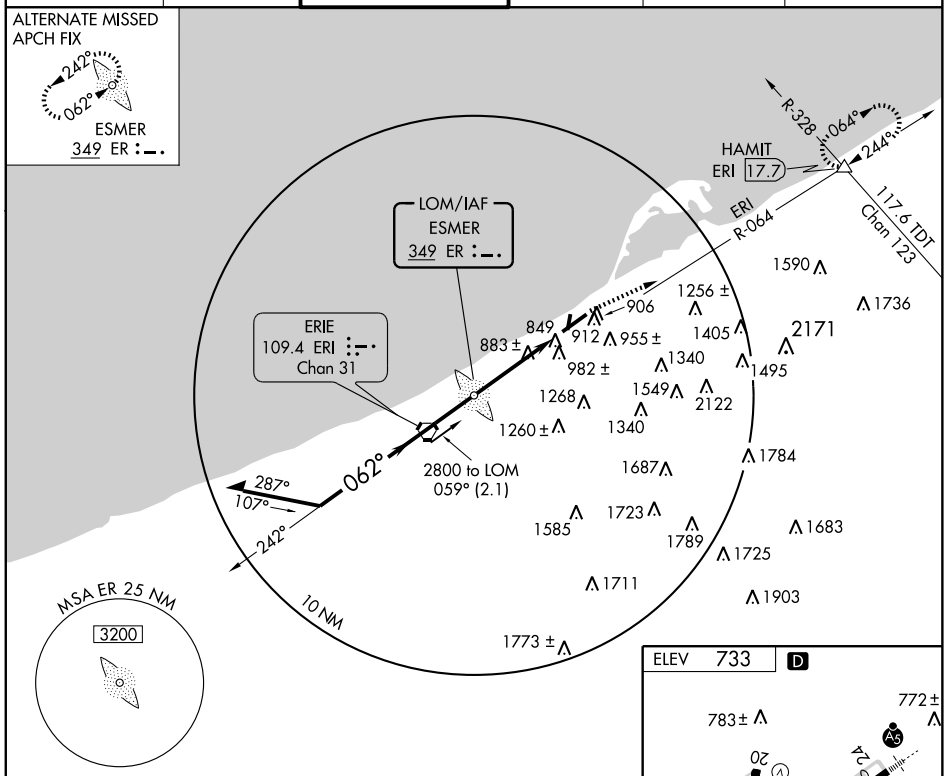
MALSR

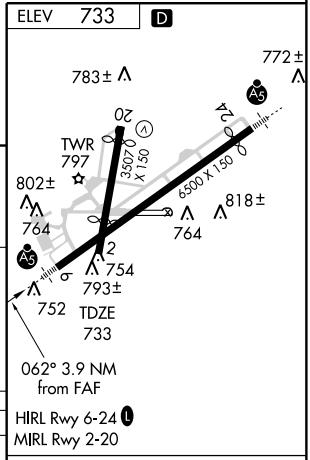
MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

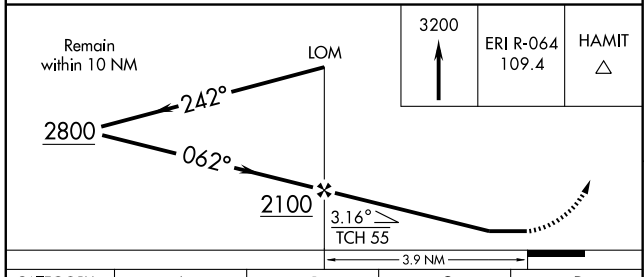
ALTERNATE MISSED APCH FIX

242°
062°
ESMER
349 ER





HIRL Rwy 6-24 L
MIRL Rwy 2-20



CATEGORY	A	B	C	D
S-6	1300/40 567 (600-¾)		1300/50 567 (600-1)	1300-1½ 567 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-4. 03 JUN 2010 to 01 JUL 2010

NDB CQD	APP CRS	Rwy Idg	6010
372	242°	TDZE	732
		Apt Elev	733

NDB RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats. C/D and Circling Cat. D visibilities ½ mile, and Circling Cat. C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX

242°
062°
ESMER
349 ER

IAF
CASCADE
372 CQD

LOM
ESMER
349 ER

ERIE
109.4 ERI
Chan 31

3200 to CQD
060° (10.4)

R-242 062° 242°

10 NM

017° 197° 062° 242°

1590 1256± 1736 2040 2178 906 1405 883± 912 1013± 2171 849 1340 1495 955± 1268 2122 1260± 1549 1340 1687 1784 1585 1723 1789 1683 1725 1711 1903 1773±

MSA CQD 25 NM
3200

ELEV 733 D

242° 3.4 NM from FAF

772± 783± 20 24 TWR 797 TDZE 732 3507 X 150 6500 X 150 802± 818± 764 764 754 793± 752

HIRL Rwy 6-24 L
MIRL Rwy 2-20

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

3000 ERI 109.4

NDB

Remain within 10 NM

062° 3200 242° 3.09° TCH 55 1900

3.4 NM

CATEGORY	A	B	C	D
S-24	1320-¾ 588 (600-¾)		1320-1 588 (600-1)	1320-1½ 588 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6500
CH 77612	062°	TDZE	733
W06A		Apt Elev	733

RNAV (GPS) RWY 6

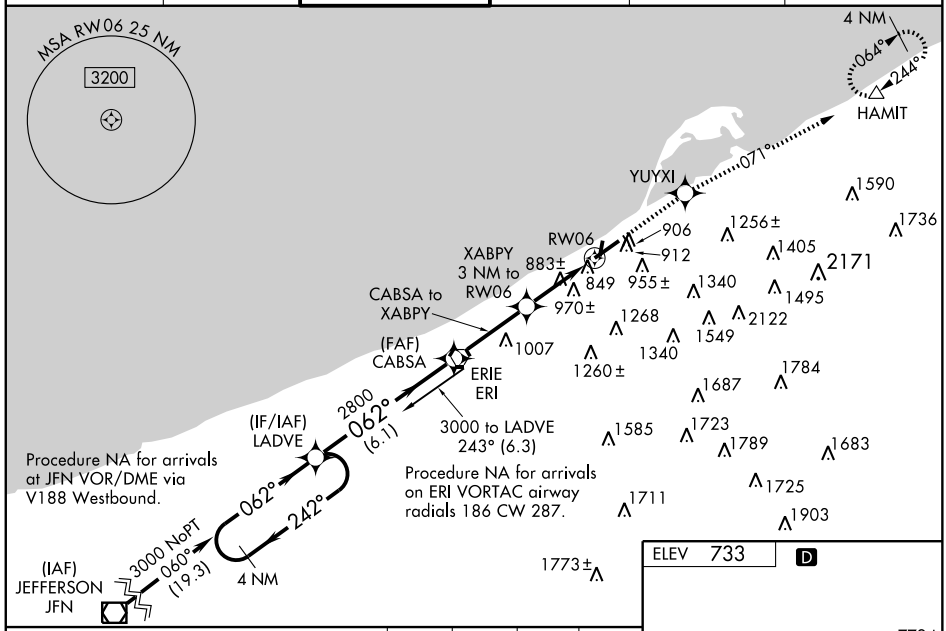
ERIE INTL/TOM RIDGE FIELD (ERI)

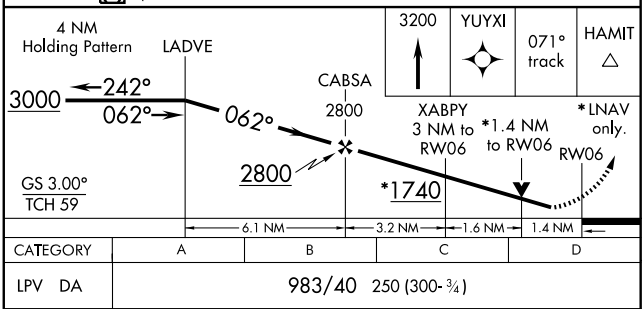
Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats. visibility 1 mile, LNAV Cat. C and Circling Cat. C visibilities ¼ mile, LNAV Cat. D and Circling Cat. D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats.visibility to RVR 6000 and LNAV Cats. A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

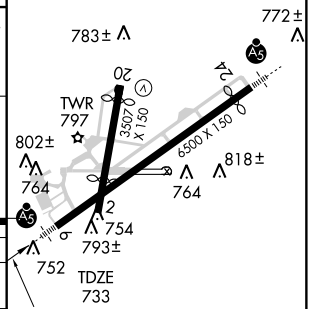
MALSR

MISSED APPROACH: Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
LPV DA	983/40 250 (300-¾)			
LNAV/VNAV DA	1274/60 541 (600-1¼)			
LNAV MDA	1240/40 507 (600-¾)		1240/50 507 (600-1)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6010
CH 86812	243°	TDZE	732
W24A		Apt Elev	733

RNAV (GPS) RWY 24

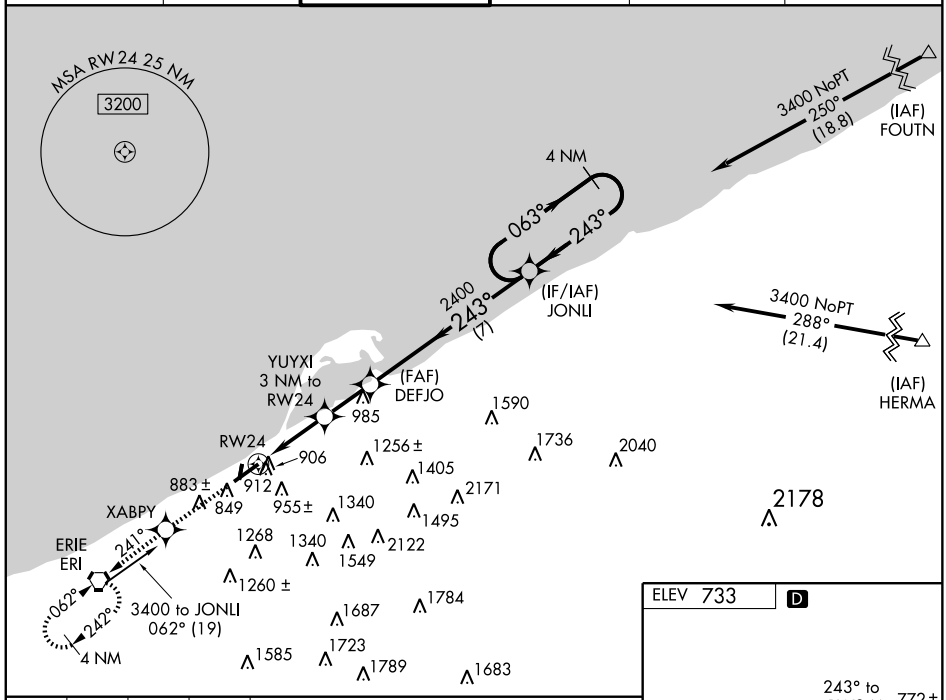
ERIE INTL/TOM RIDGE FIELD (ERI)

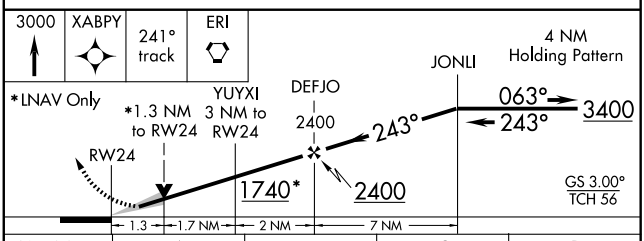
Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR

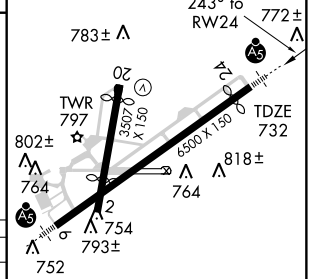
MISSED APPROACH: Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95





CATEGORY	A	B	C	D
LPV DA	935-½ 203 (300-½)			
LNAV/VNAV DA	1207-1¼ 475 (500-1¼)			
LNAV MDA	1200-½ 468 (500-½)		1200-¾ 468 (500-¾)	1200-1 468 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)



HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC ERI	APP CRS	Rwy Idg	6010
109.4	240°	TDZE	732
Chan 31		Apt Elev	733

VOR/DME RWY 24

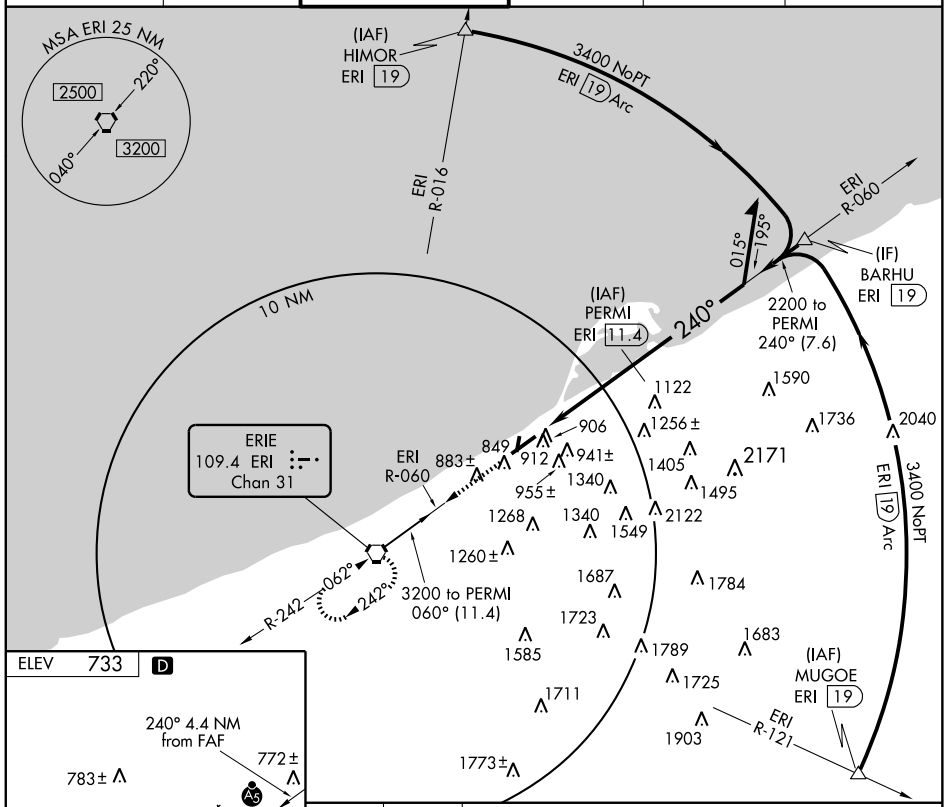
ERIE INTL/TOM RIDGE FIELD (ERI)

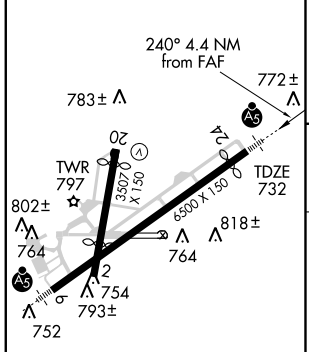
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

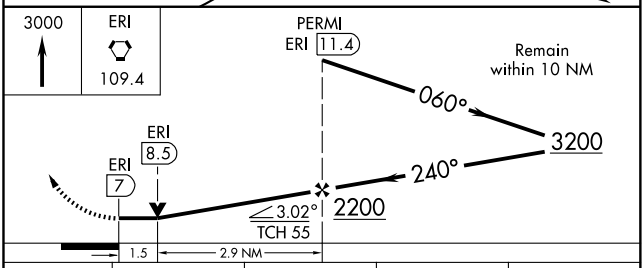
MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
S-24	1260-½	528 (600-½)	1260-1 528 (600-1)	1260-1¼ 528 (600-1¼)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC ERI	APP CRS	Rwy Idg	6500
109.4	060°	TDZE	733
Chan 31		Apt Elev	733

VOR RWY 6

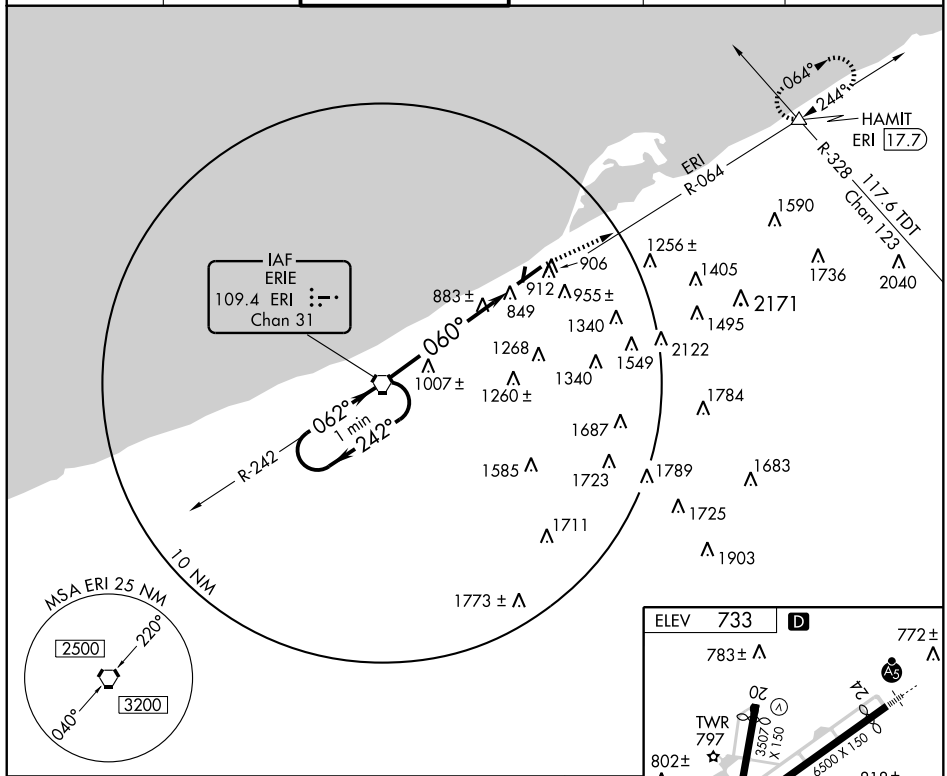
ERIE INTL/TOM RIDGE FIELD (ERI)

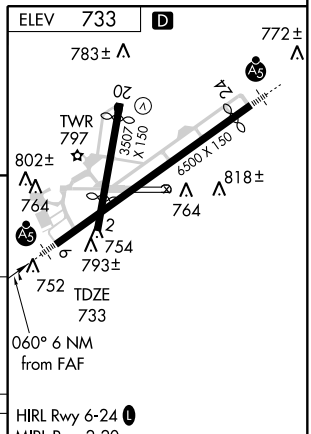
Circling to Rwy 20 NA at night. For inoperative MALSR, increase Cats. A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-6 Cats. A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

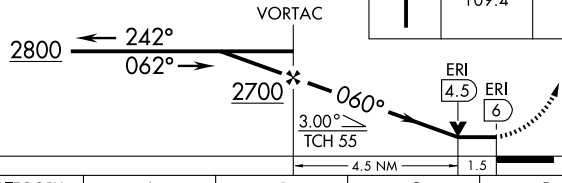
MALSR

MISSED APPROACH: Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







HIRL Rwy 6-24 L
MIRL Rwy 2-20

CATEGORY	A	B	C	D
S-6	1260/40 527 (600- ¾)		1260/50 527 (600-1)	1260/60 527 (600-1¼)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4. 03 JUN 2010 to 01 JUL 2010

FACTORYVILLE, PENNSYLVANIA AL-6796 (FAA)

APP CRS	Rwy Idg	2500
051°	TDZE	1209
	Apt Elev	1209

RNAV (GPS) RWY 4

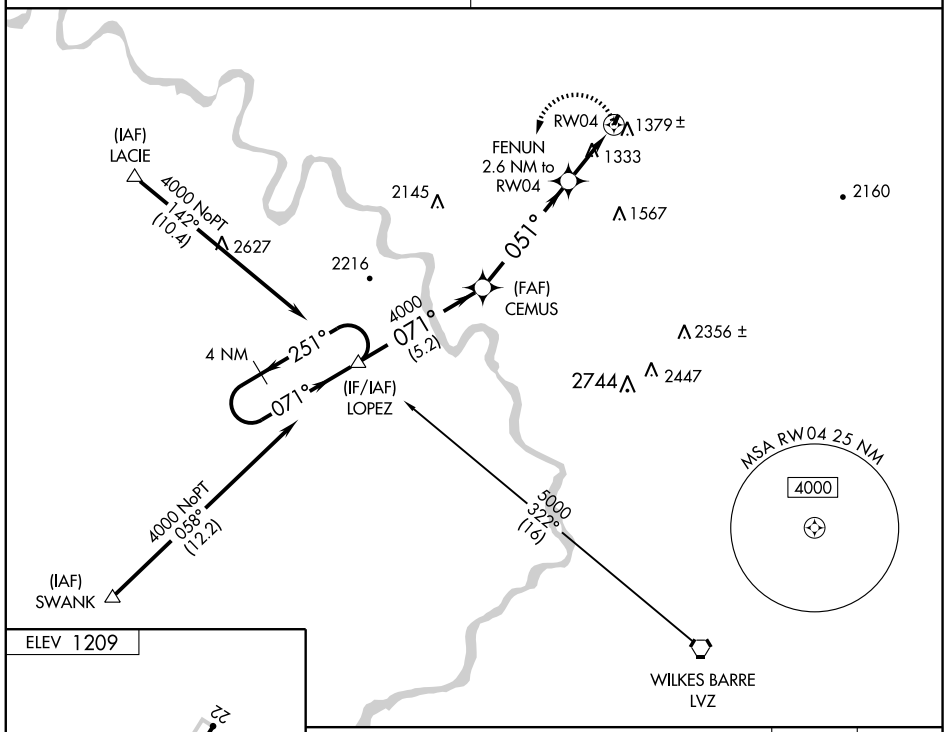
FACTORYVILLE/ SEAMANS FIELD (9N3)

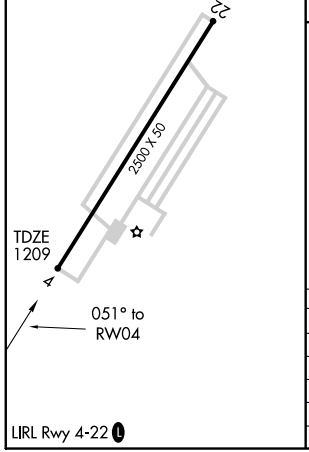
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

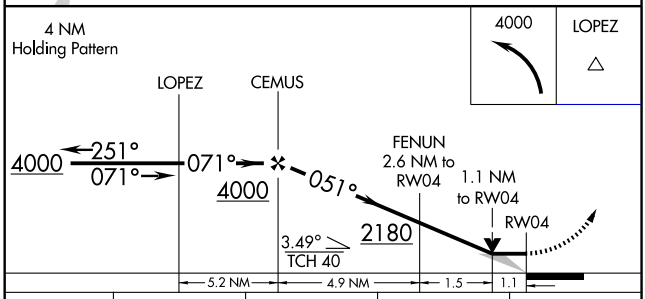
NA

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

WILKES-BARRE APP CON	UNICOM
124.5 256.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1	431 (500-1)	NA	
CIRCLING	1720-1	511 (600-1)	NA	
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1720-1	511 (600-1)	NA	
CIRCLING	1800-1	591 (600-1)	NA	

LIRL Rwy 4-22 L

NE-4. 03 JUN 2010 to 01 JUL 2010

COPTER NDB Y-289°

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

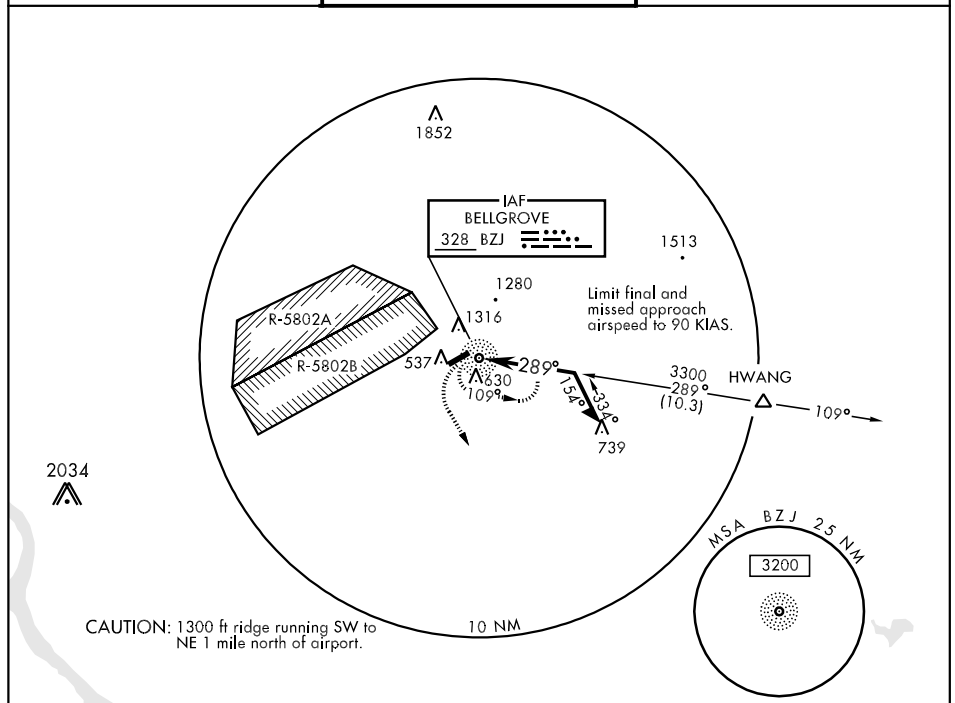
AL-6422 [USA]

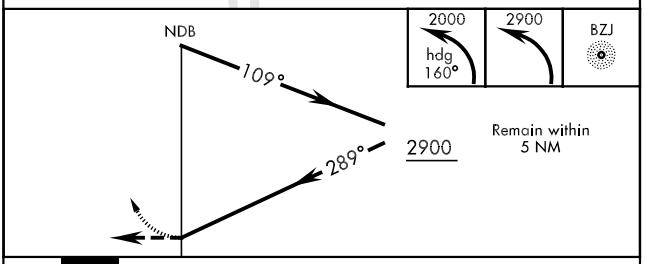
MUIR AAF (KMUI)

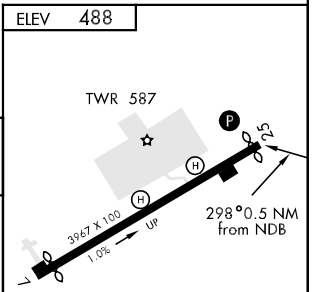
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.
Proceed VFR from BZJ NDB or conduct the specified missed approach.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6







CATEGORY	COPTER
H-289°	1040- ¾ 501 (600-¾)

Rwy 7 ldg 3567'
Rwy 25 ldg 3867'
MIRL Rwy 7-25

NE-4, 03 JUN 2010 to 01 JUL 2010

COPTER NDB Z-289°

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

MUIR AAF (KMUI)

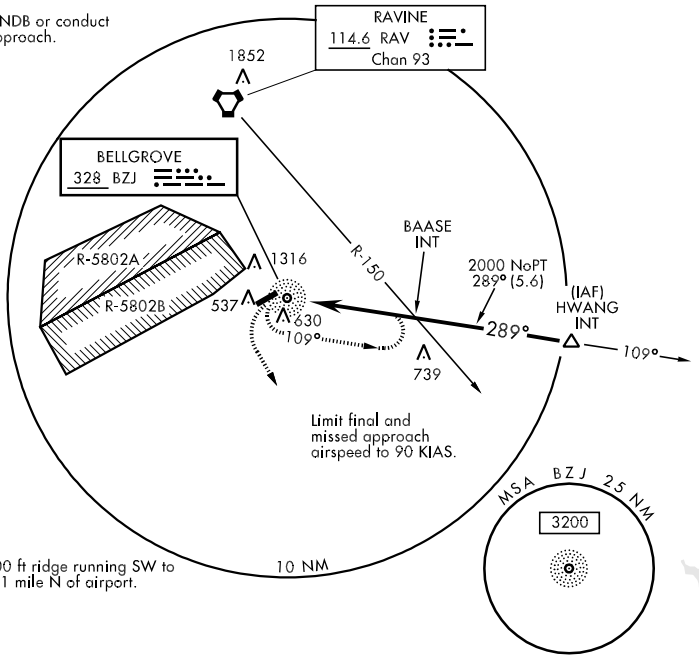
VOR receiver required for this approach.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

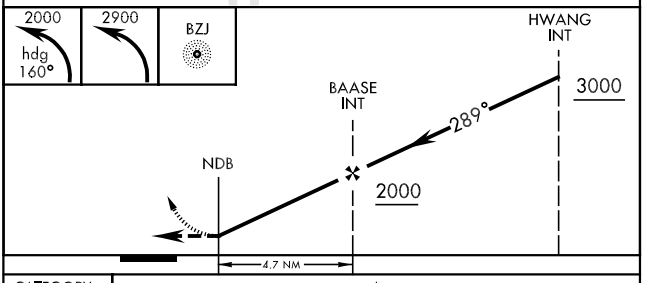
HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

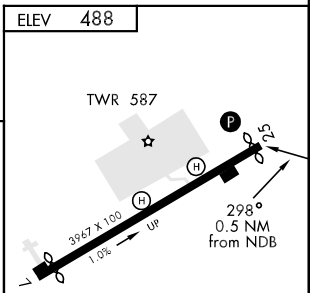
Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.



CAUTION: 1300 ft ridge running SW to NE 1 mile N of airport.





Rwy 7 ldg 3567'
Rwy 25 ldg 3867'
MIRL Rwy 7-25

CATEGORY	A		
H-289°	1000-¾	461	(500-¾)

NE-4, 03 JUN 2010 to 01 JUL 2010

COPTER RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	3867
278°	TDZE	488
	Arpt Elev	488

AL-6422 [USA]

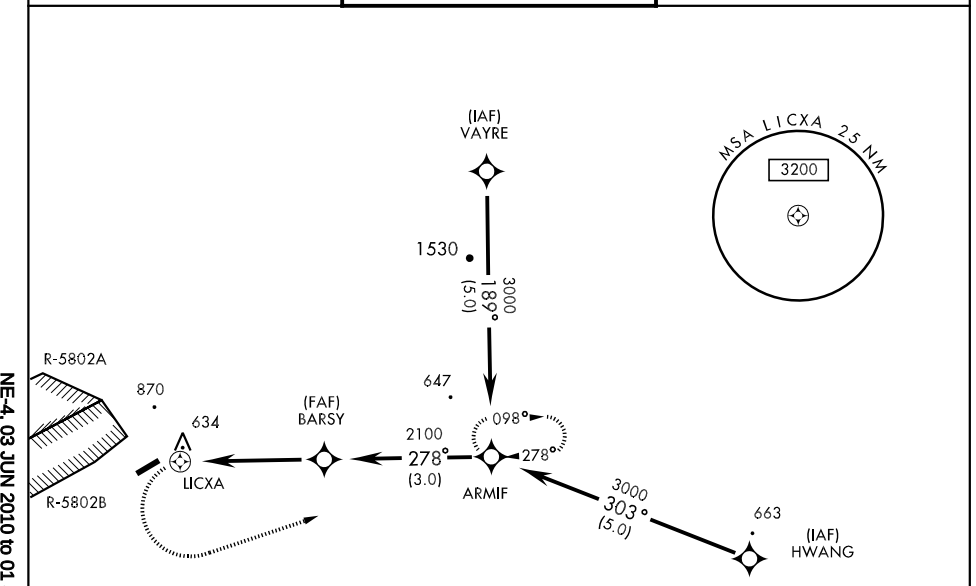
MUIR AAF (KMUI)

When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.

DME/DME RNP-0.3 NA.

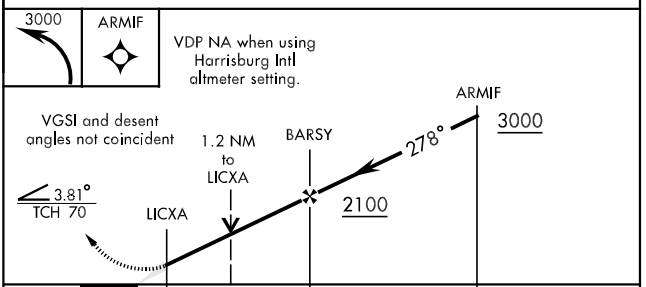
MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

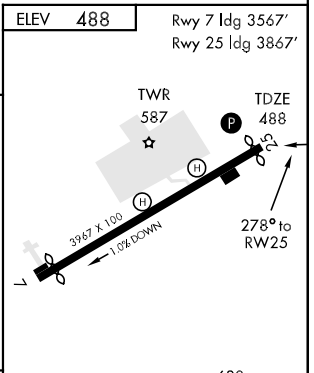


Limit final and missed approach airspeed to 90 KIAS.

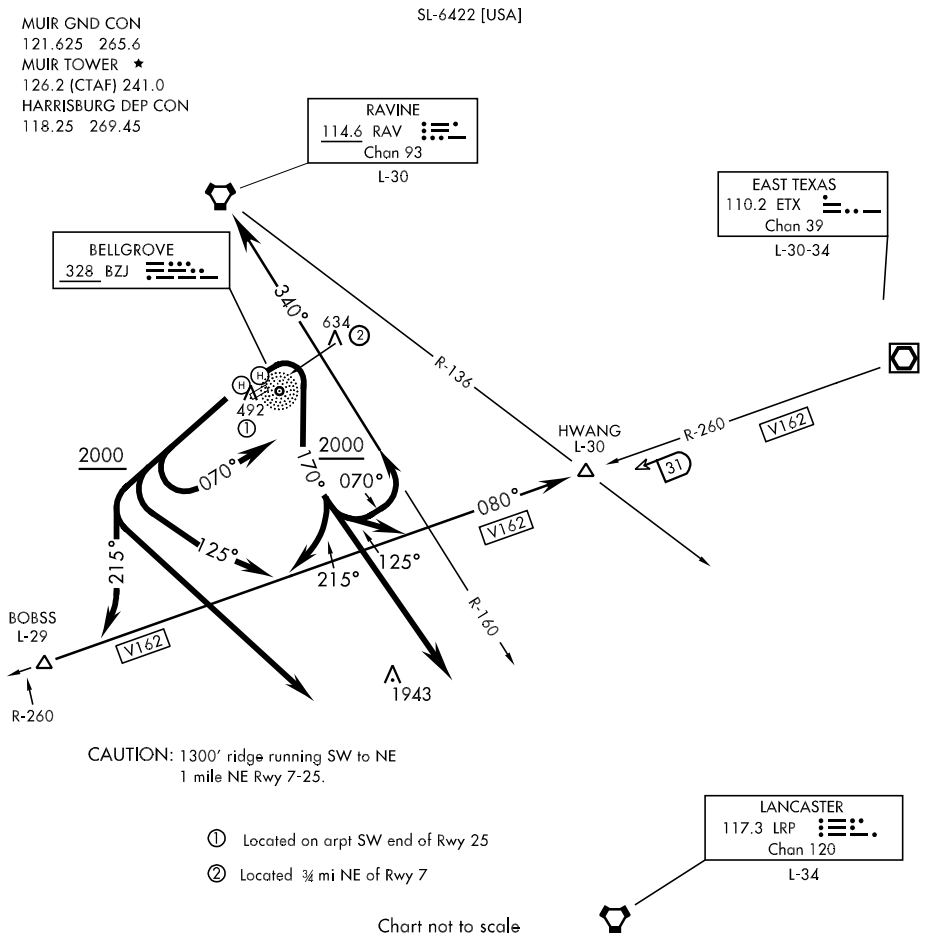
Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.



CATEGORY	COPTER
H-25	1060 - ½ 572 (600 -½)



SL-6422 [USA]



DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

NE-4, 03 JUN 2010 to 01 JUL 2010

NDB-A

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

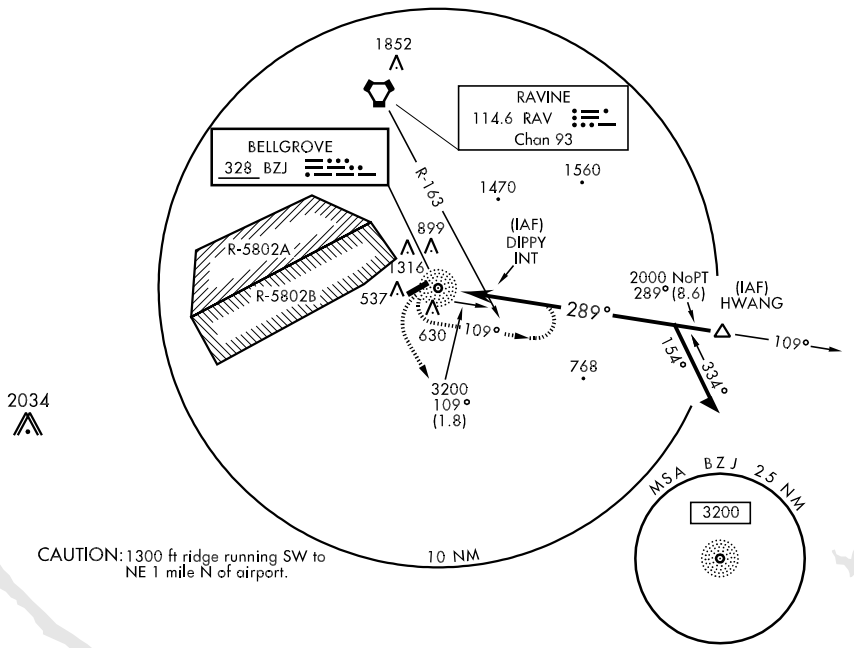
MUIR AAF (KMUI)

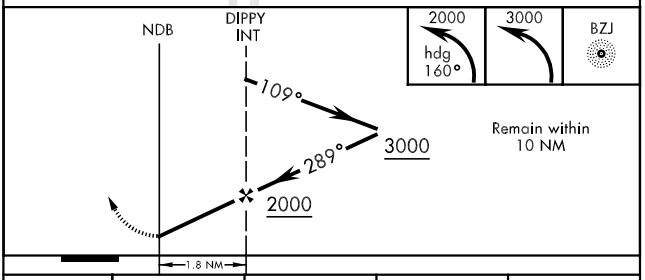
* Circling N Rwy 7-25 not authorized.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

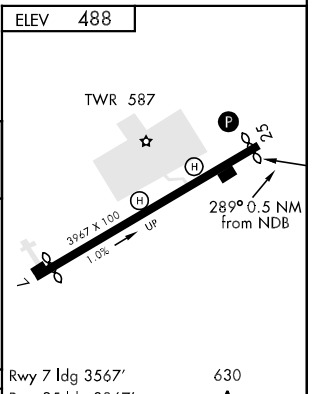
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.







CATEGORY	A	B	C	D
CIRCLING *	1420-1¼ 932 (1000-1¼)		N/A	

Rwy 7 ldg 3567′ 630
Rwy 25 ldg 3867′
MIRL Rwy 7-25

NE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
054°	TDZE	N/A
	Arpt Elev	488

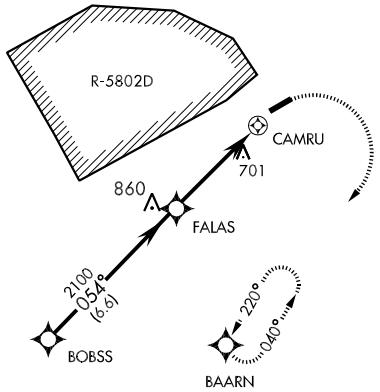
AL-6422 [USA]

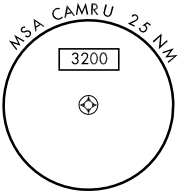
MUIR AAF (KMUI)

DME/DME RNP-0.3 NA.
* Circling N/A N of RWY 7/25.

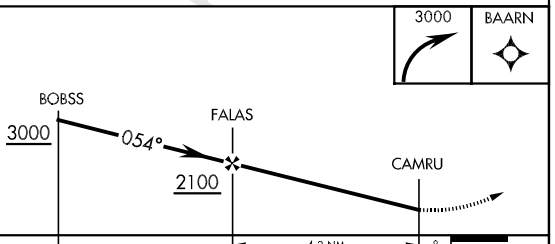
MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

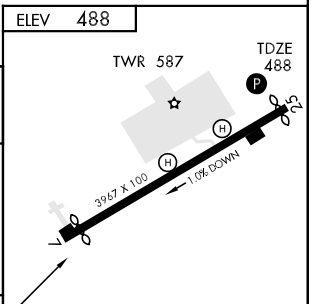
HARRISBURG APP CON	MUIR TOWER ★	GND CON
118.25 269.45	126.2 (CTAF) 241.0	121.625 265.6





RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING *	1100-1 612 (700-1)		1100-1¾ 612 (700-1¾)	NA
HARRISBURG, PA ALTIMETER SETTING MINIMA				
CIRCLING *	1180-1 692 (700-1)		1180-1¾ 692 (700-1¾)	NA

Rwy 7 ldg 3567'
Rwy 25 ldg 3867'
MIRL Rwy 7-25

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-FKL	APP CRS	Rwy ldg	5200
110.5	207°	TDZE	1540
		Apt Elev	1540

ILS or LOC RWY 21

FRANKLIN/ VENANGO RGNL (FKL)

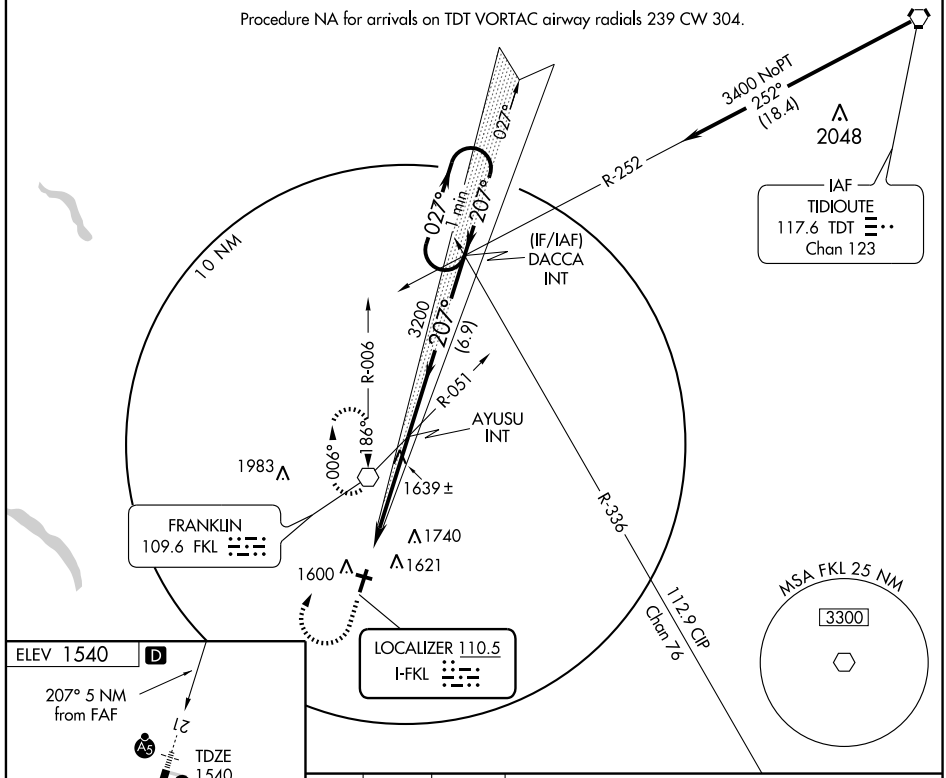
If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

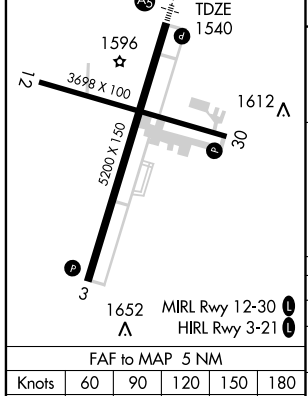
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

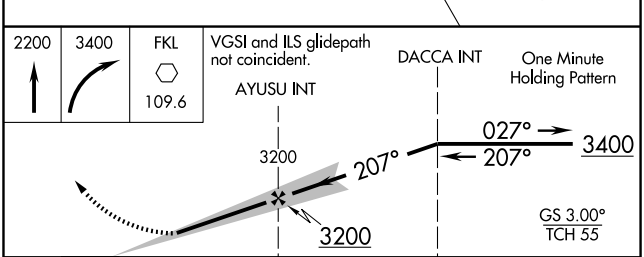
AWOS-3	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
118.175	126.25 322.3	126.25	122.7 (CTAF) L

Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS-21	1740-½ 200 (200-½)			
S-LOC-21	1900-½ 360 (400-½)			1900-¾ 360 (400-¾)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS		
027°	Rwy Idg	5200
	TDZE	1540
	Apt Elev	1540

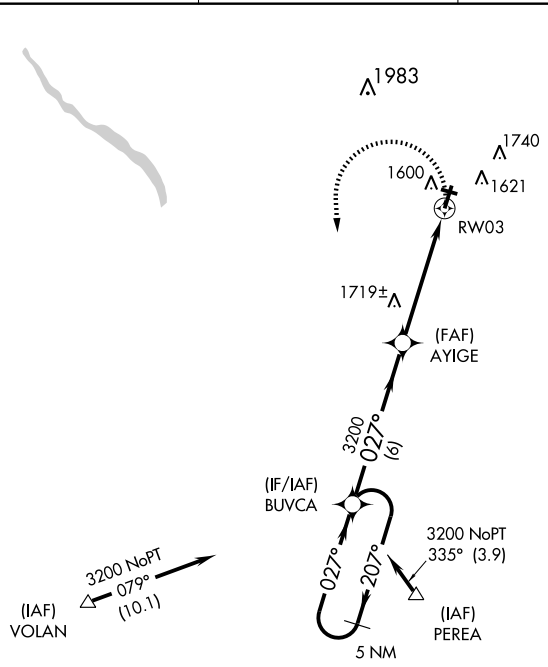
RNAV (GPS) RWY 3

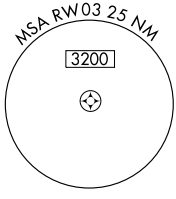
FRANKLIN/ VENANGO RGNL (FKL)

When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

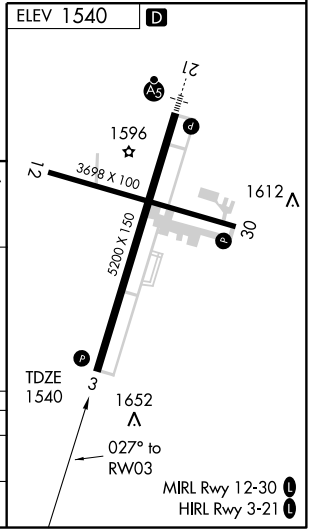
MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

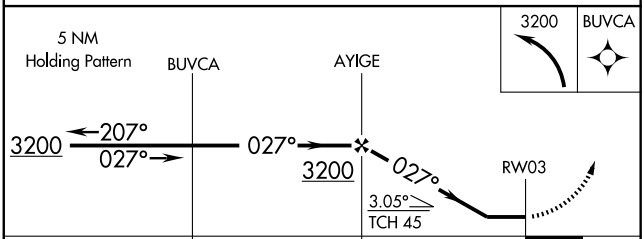
AWOS-3	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
118.175	126.25 322.3	126.25	122.7 (CTAF) L





Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	1980-1 440 (500-1)		1980-1¼ 440 (500-1¼)	1980-1½ 440 (500-1½)
CIRCLING	1980-1 440 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH 77501 W21A	APP CRS 207°	Rwy Idg 5200 TDZE 1540 Apt Elev 1540

RNAV (GPS) RWY 21

FRANKLIN/ VENANGO RGNL (FKL)

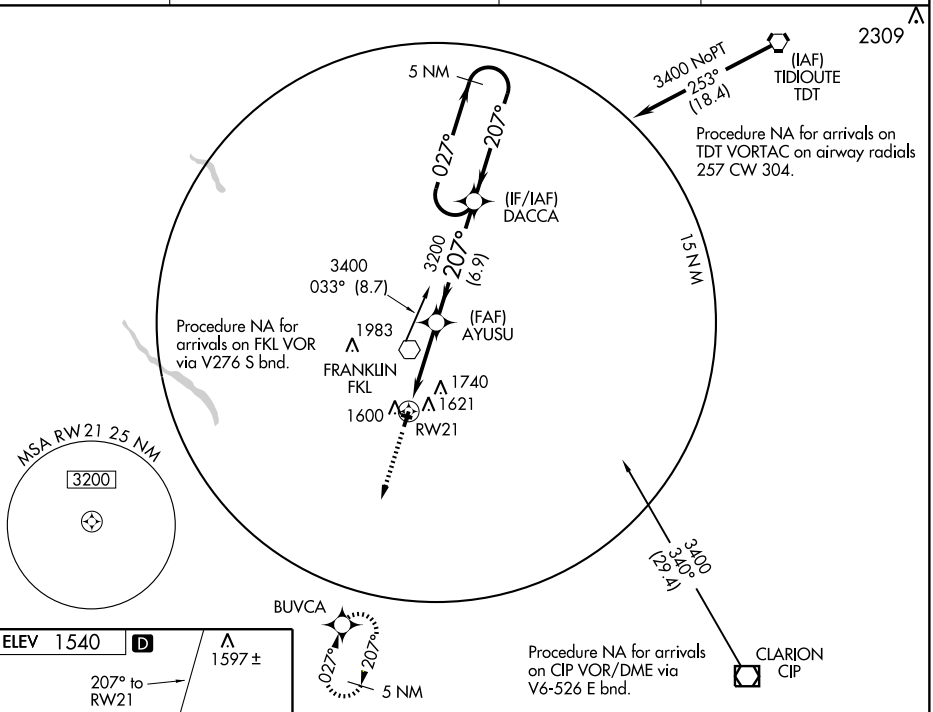
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

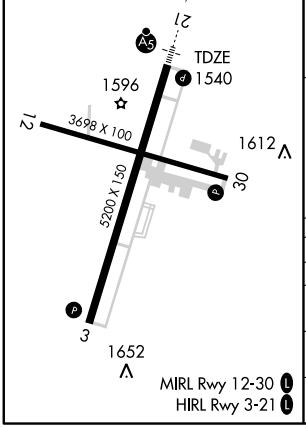
MALSR

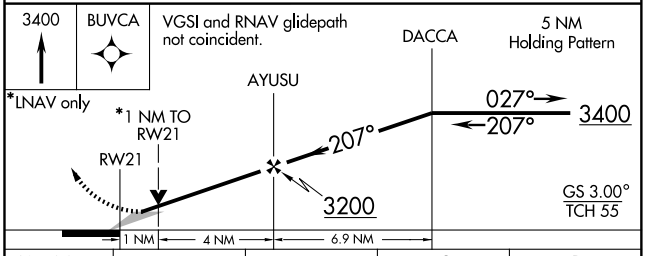
MISSED APPROACH: Climb to 3400 direct BUVCA and hold.

AWOS-3	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
118.175	126.25 322.3	126.25	122.7 (CTAF) L

2309







CATEGORY	A	B	C	D
LPV DA	1803-½ 263 (300-½)			
LNAV/ VNAV DA	1901- ¾ 361 (400-¾)			
LNAV MDA	1900-½ 360 (400-½)			1900-1 360 (400-1)
CIRCLING	1960-1¼ 420 (500-1¼)	2000-1¼ 460 (500-1¼)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	010°	TDZE	1540
		Apt Elev	1540

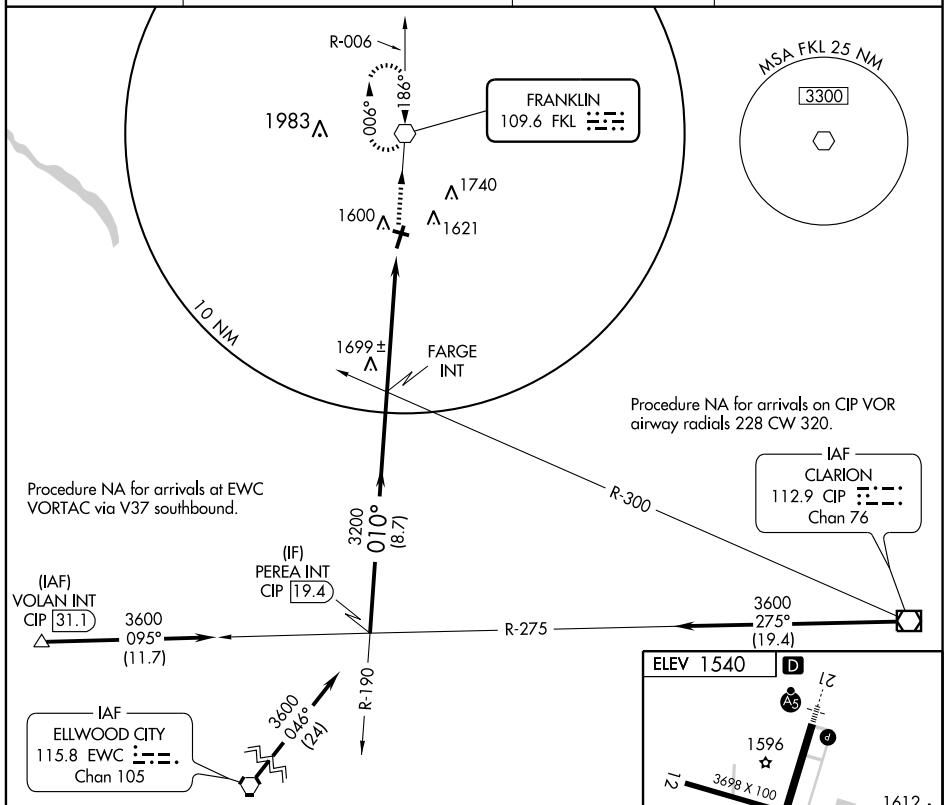
VOR RWY 3

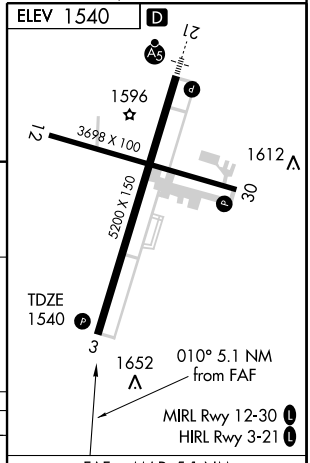
FRANKLIN/ VENANGO RGNL (FKL)

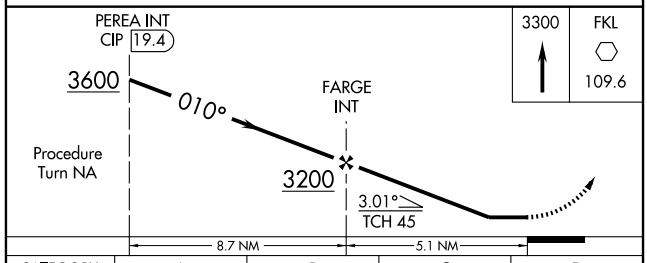
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-3	1960-1 420 (500-1)		1960-1¼ 420 (500-1¼)	
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4. 03 JUN 2010 to 01 JUL 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	187°	TDZE	1540
		Apt Elev	1540

VOR RWY 21

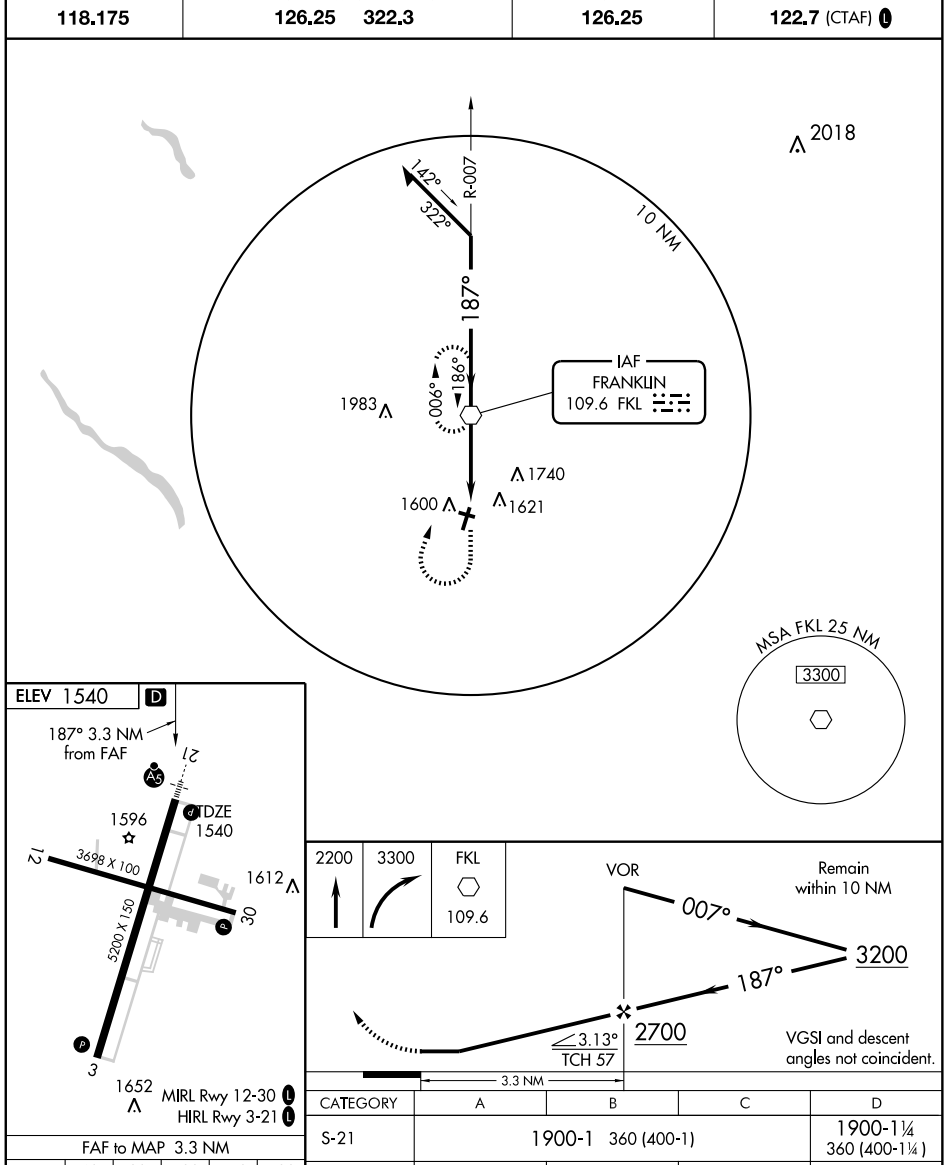
FRANKLIN/ VENANGO RGNL (FKL)

If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L



FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
S-21	1900-1 360 (400-1)			1900-1¼ 360 (400-1¼)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	NA
331°	TDZE	NA
	Apt Elev	554

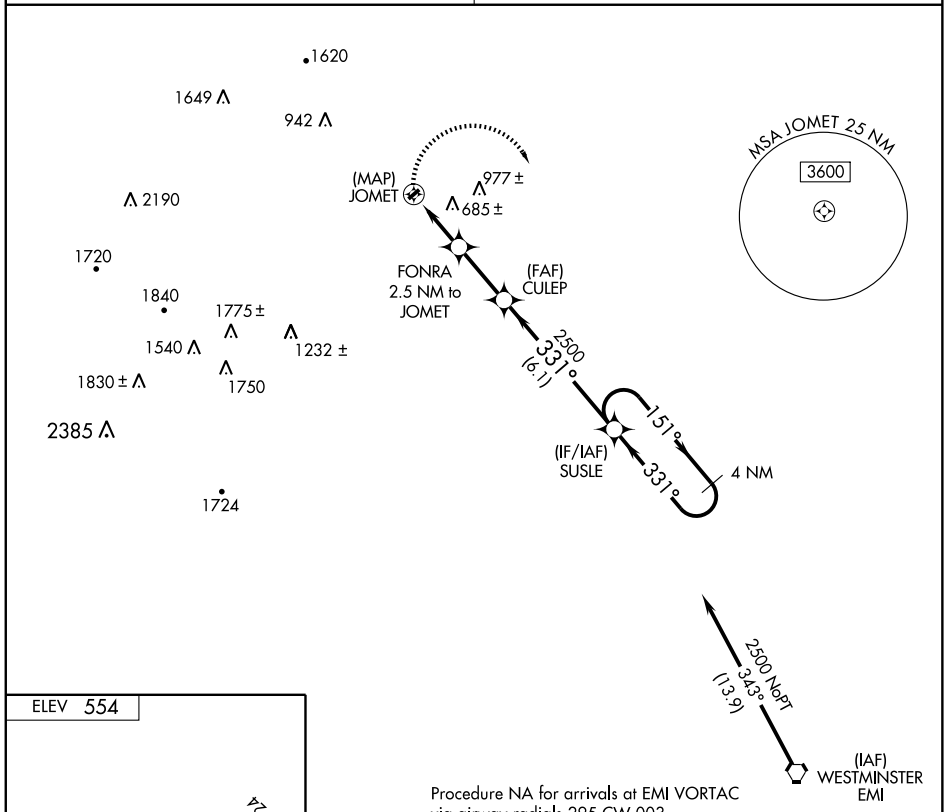
RNAV (GPS)-A

GETTYSBURG RGNL (W05)

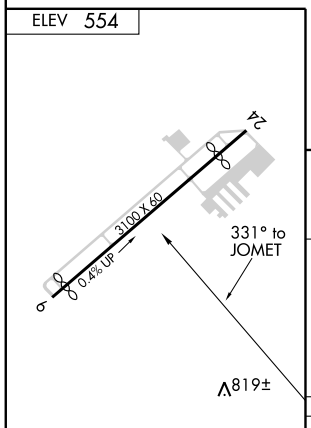
DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Hagerstown, MD. altimeter setting.

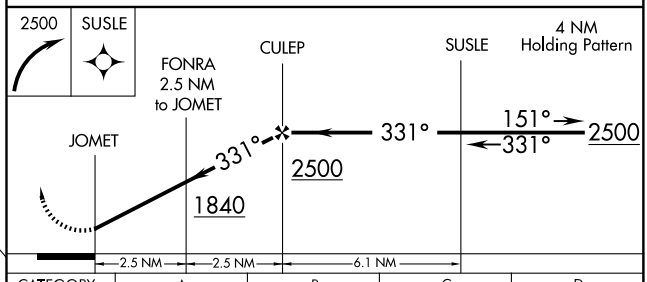
MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold.

WASHINGTON CENTER	UNICOM
134.15 227.15	122.8 (CTAF) L



Procedure NA for arrivals at EMI VORTAC via airway radials 295 CW 003.





CATEGORY	A	B	C	D
CIRCLING	1200-1 646 (700-1)		NA	

MIRL Rwys 6-14 L

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC YNG	APP CRS	Rwy Idg	N/A
109.0	067°	TDZE	N/A
Chan 27		Apt Elev	1202

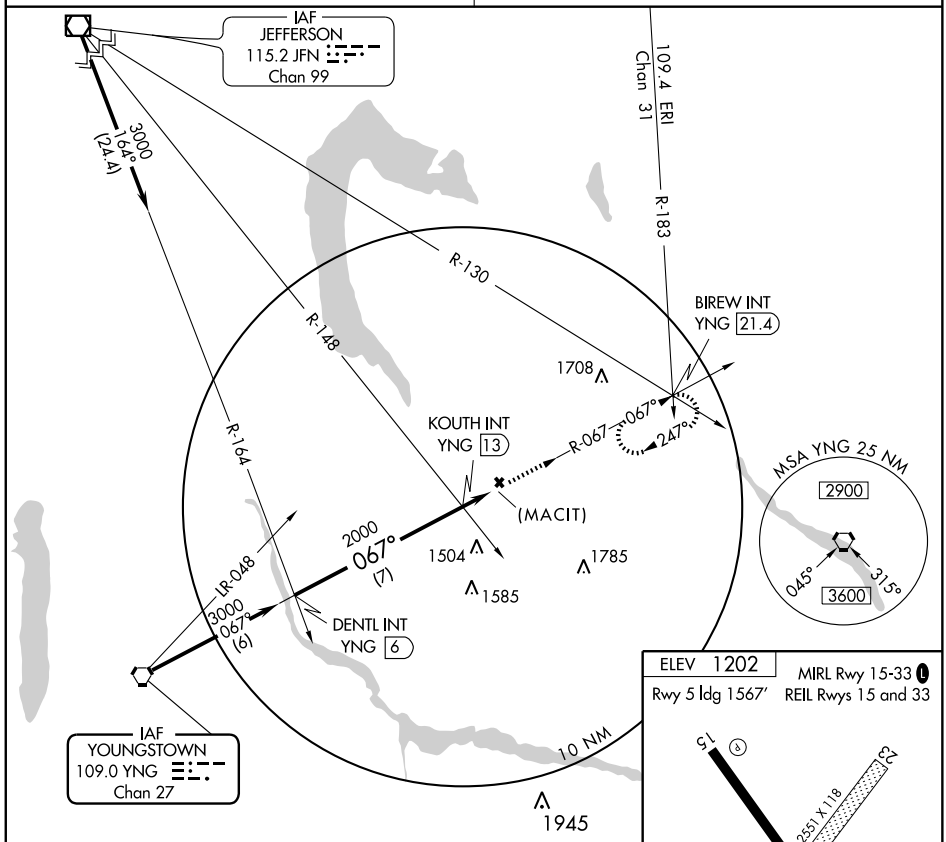
VOR or GPS-A
GREENVILLE MUNI (4G1)

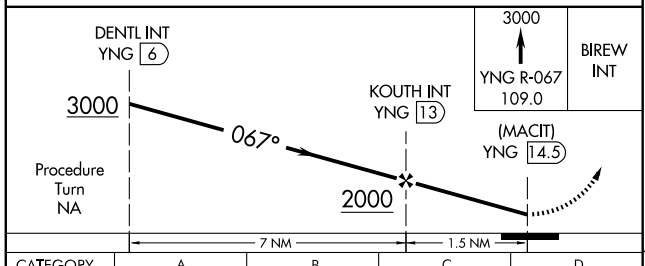
NA Use Youngstown altimeter setting.

MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

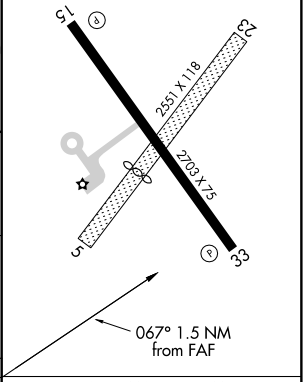
YOUNGSTOWN APP CON ★ 133.95 322.3

UNICOM 122.8 (CTAF) L





ELEV 1202 MIRL Rwy 15-33 L
Rwy 5 ldg 1567′ REIL Rwys 15 and 33



CATEGORY	A	B	C	D
CIRCLING	1720-1 523 (600-1)		NA	NA

FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3910
101°	TDZE	1371
	Apt Elev	1371

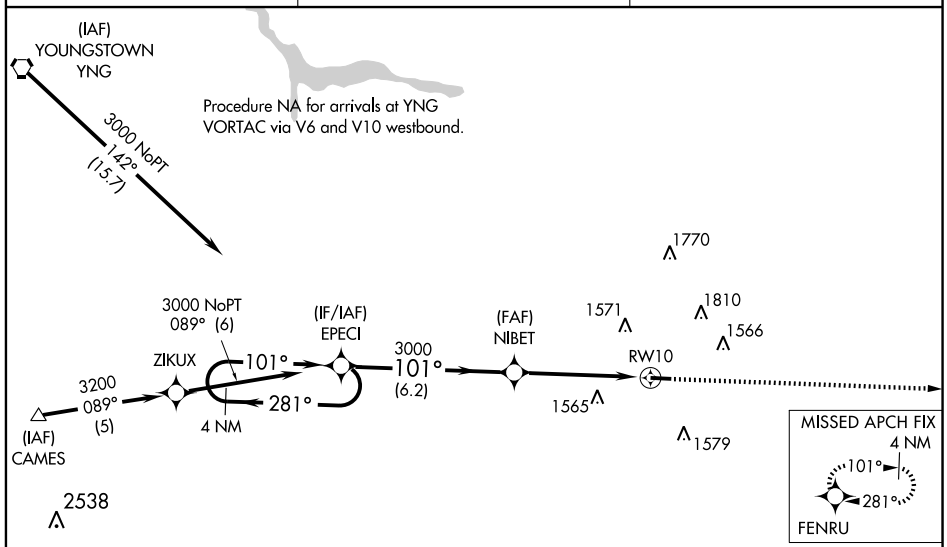
RNAV (GPS) RWY 10
GROVE CITY (29D)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

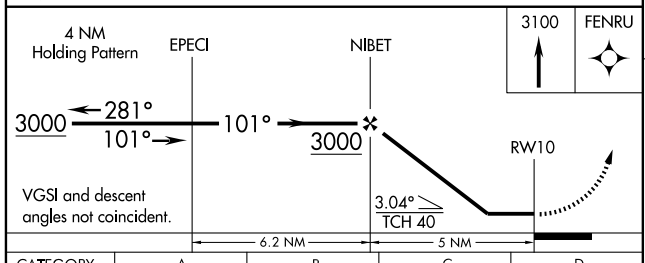
NA

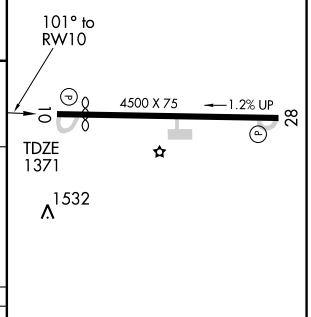
MISSED APPROACH: Climb to 3100 direct FENRU and hold

FRANKLIN AWOS-3	YOUNGSTOWN APP CON ★	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1860-1	489 (500-1)	1860-1¼ 489 (500-1¼)	1860-1½ 489 (500-1½)
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

APP CRS	Rwy Idg	4500
281°	TDZE	1350
	Apt Elev	1371

RNAV (GPS) RWY 28
GROVE CITY (29D)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPECI and hold.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON *	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L

Procedure NA for arrivals at FKL VOR via V115 northeast bound.

(IAF) FRANKLIN FKL

3100 NoPT 196° (18.2)

1937

MISSED APCH FIX

EPECI

101°

281°

4 NM

1770

1571

1810

1566

1476±

(FAF) TAPPS

3100

281° (6.1)

RW28

1565

1579

101°

281°

4 NM

(IF/IAF) FENRU

Procedure NA for arrivals at CIP VOR/DME via V6 and V30 eastbound.

(IAF) CLARION CIP

3100 NoPT 278° (20.3)

MSA RW28 25 NM

3600

3100 NoPT 325° (14.9)

(IAF) EARED

Procedure NA for arrivals at EARED via V10-210-297 southeast bound.

ELEV 1371 | Rwy 10 ldg 3910′

281° to RW28

10 — 28

4500 X 75 — 1.2% UP

TDZE 1350

1532

3000 | EPECI

TAPPS | FENRU | 4 NM Holding Pattern

281° 3100

101° 281° 3100

RW28

3.05° TCH 56

5.4 NM | 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1860-1 510 (500-1)		1860-1½ 510 (500-1½)	
CIRCLING	1920-1 549 (600-1)		1940-1½ 569 (600-1½)	1980-2 609 (700-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-4, 03 JUN 2010 to 01 JUL 2010

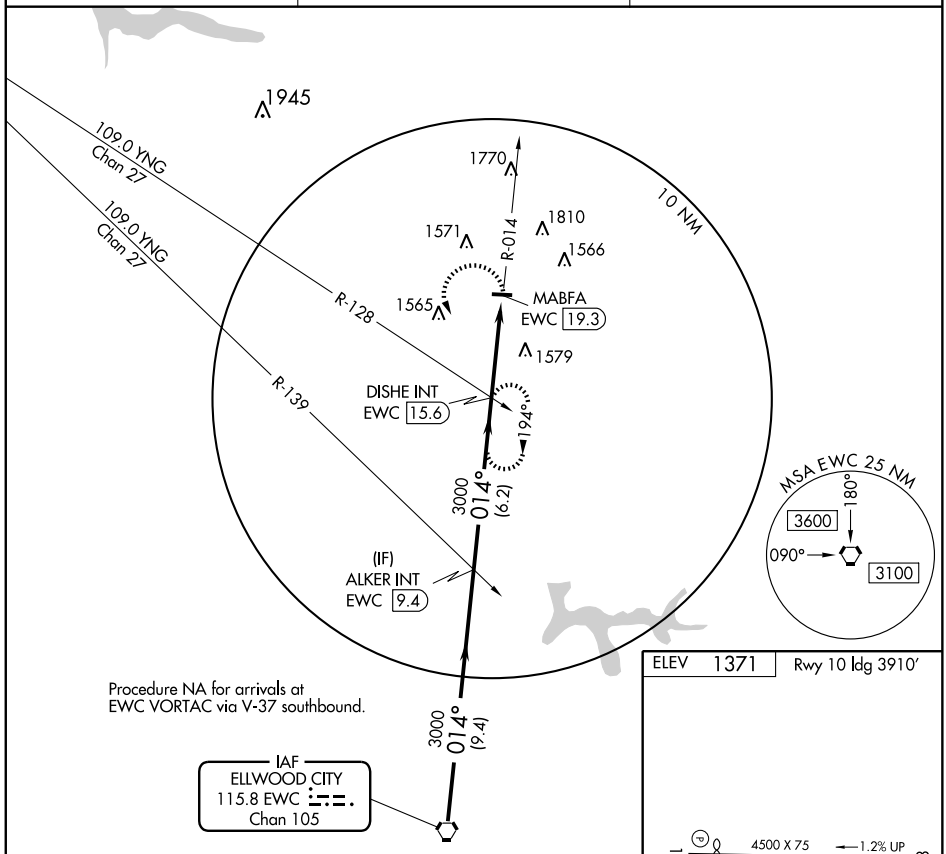
VORTAC EWC 115.8 Chan 105	APP CRS 014°	Rwy Idg N/A TDZE N/A Apt Elev 1371

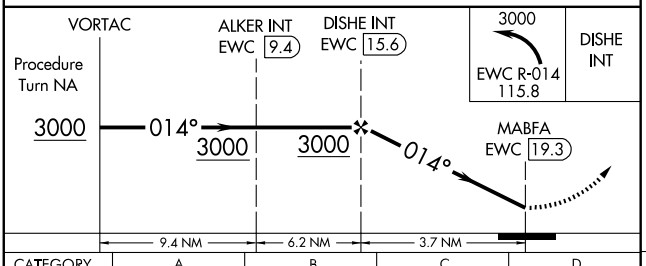
VOR-A
GROVE CITY (29D)

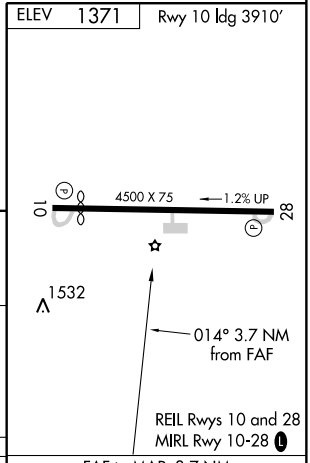
T
A NA — Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via EWC R-014 to DISHE Int/15.6 DME and hold, continue climb-in-hold to 3000.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON *	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1920-1 549 (600-1)		1940-1½ 569 (600-1½)	1980-2 609 (700-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4. 03 JUN 2010 to 01 JUL 2010

10042

AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA

ATIS
134.95
CAPITAL CITY TOWER ★
119.5 257.8
GND CON
121.9

FIELD ELEV 347

VAR 11.2° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E

RWY 8-26
S65, D105, ST133, DT185
RWY 12-30
S40, D65, ST82, DT115

40°13.5'N

GENERAL AVIATION PARKING

TERMINAL

TWR

ELEV 334

12

0.3% UP

127.7°

HOT 2

HOT 1

LAHSO

5001 X 150

262.4°

ELEV 346

26

40°13.0'N

082.4°

3925 X 100

8

ELEV 335

HOT 3

307.7°

30

ELEV 344

GENERAL AVIATION PARKING

452

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°51.5'W 76°51.0'W 76°50.5'W

40°12.5'N

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-CXY	APP CRS	Rwy Idg	5001
109.1	082°	TDZE	342
		Apt Elev	347

ILS or LOC RWY 8

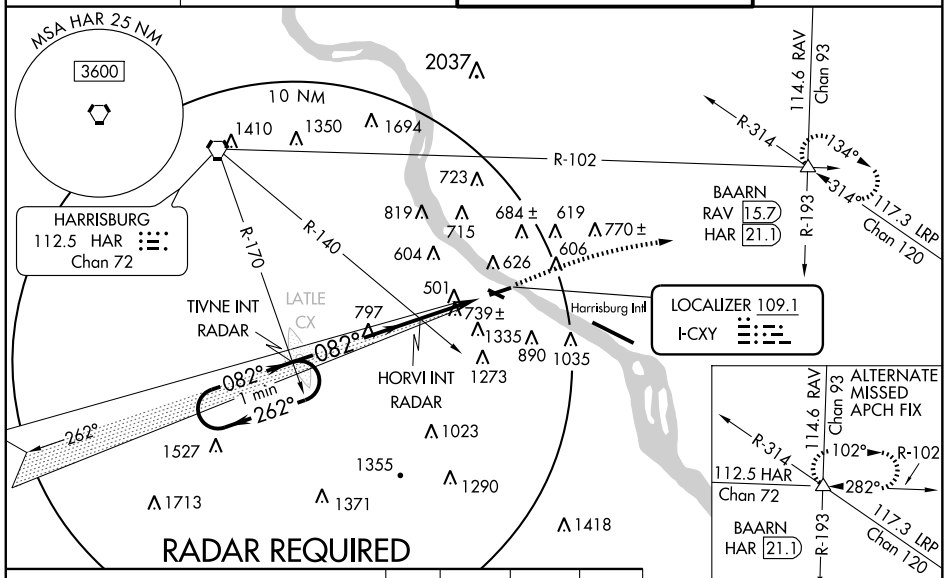
HARRISBURG / CAPITAL CITY (CXY)

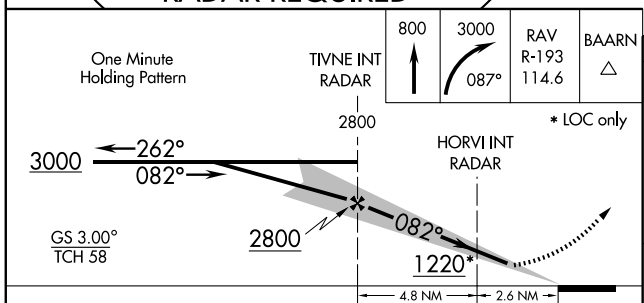
Circling to Rwy 12-30 NA at night.
Inoperative table does not apply to S-ILS-8.
For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
HORVI Fix minimums: For inoperative MALSR, increase S-LOC-8 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 940. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

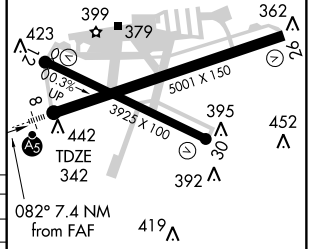
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/ RAV 15.7 DME and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 8	592-¾ 250 (300-¾)			
S-LOC 8	1220-¾ 878 (900-¾)		1220-2 878 (900-2)	1220-2¼ 878 (900-2¼)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	
HORVI FIX MINIMUMS				
S-LOC 8	1000-¾ 658 (700-¾)		1000-1¼ 658 (700-1¼)	1000-1½ 658 (700-1½)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	

REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70610	082°	TDZE	342
W08A		Apt Elev	347

RNAV (GPS) RWY 8

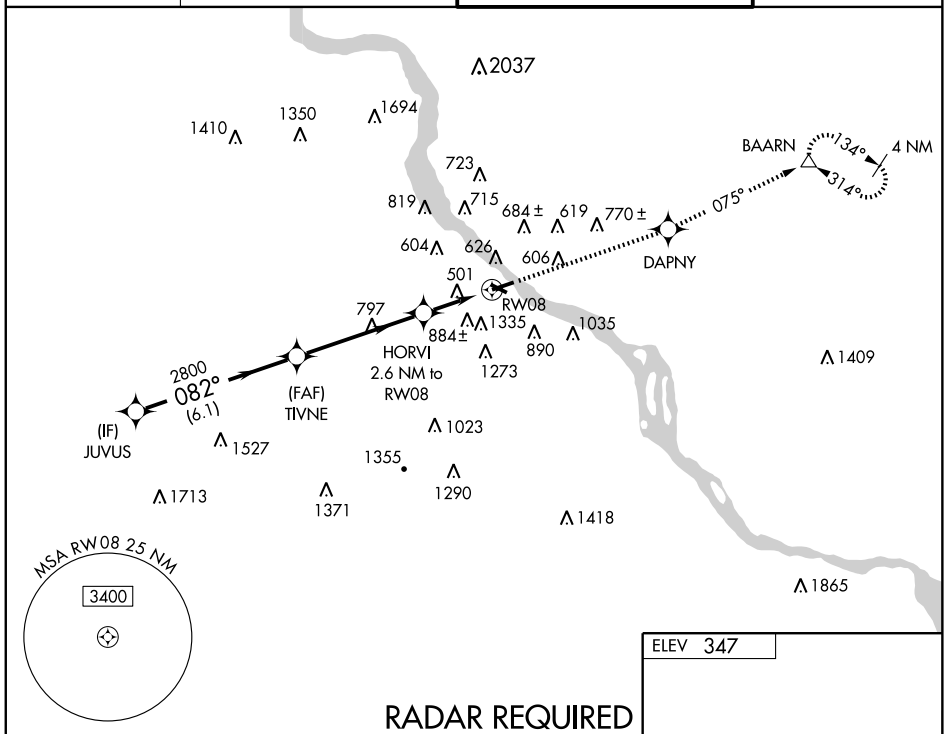
HARRISBURG / CAPITAL CITY (CXY)

Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

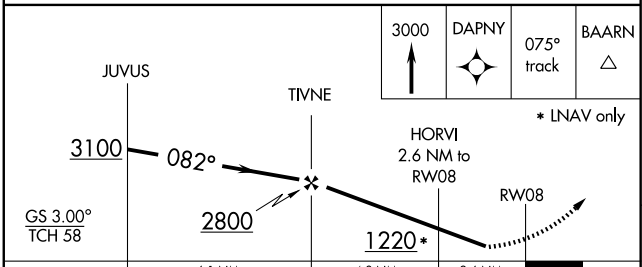
MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

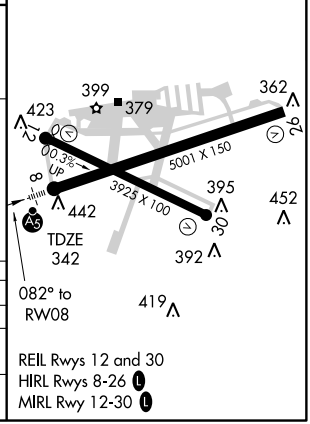
ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	748-1 406 (500-1)			
LNAV MDA	1120- ¾ 778 (800-¾)		1120-1¾ 778 (800-1¾)	1120-2 778 (800-2)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	



NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 86800	262°	TDZE	347
W26A		Apt Elev	347

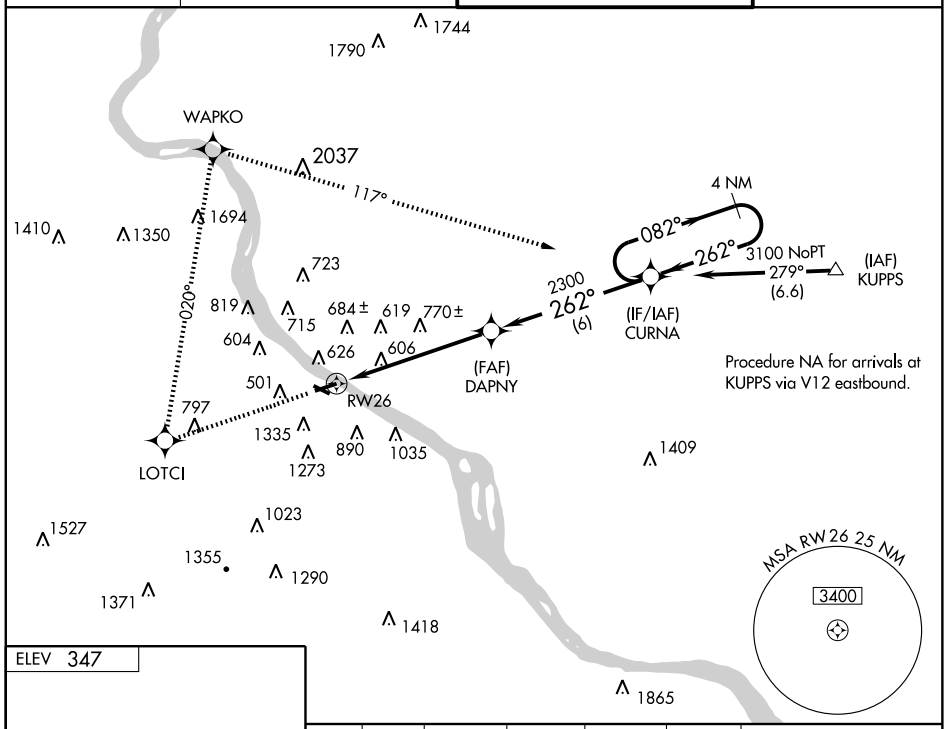
RNAV (GPS) RWY 26

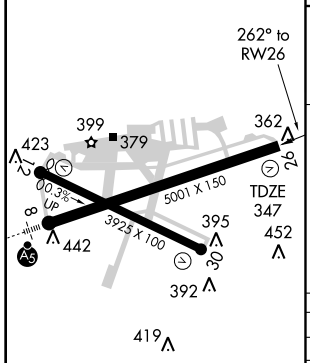
HARRISBURG / CAPITAL CITY (CXY)

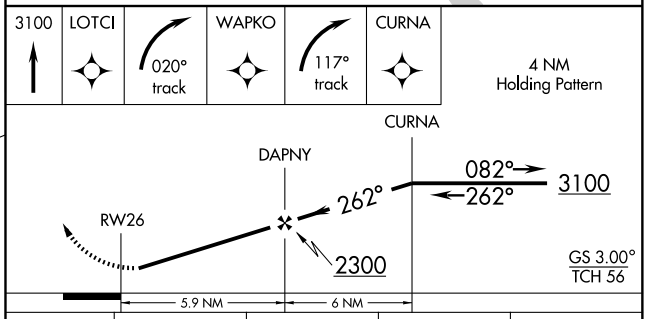
When local altimeter setting not received, use Harrisburg Intl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9







CATEGORY	A	B	C	D
LPV DA	846-1¾ 499 (500-1¾)			
LNAV MDA	1460-1¼ 1113 (1200-1¼)	1460-1½ 1113 (1200-1½)	1460-3 1113 (1200-3)	
CIRCLING	1460-1¾ 1113 (1200-1¾)	1700-1¾ 1353 (1400-1¾)	1700-3 1353 (1400-3)	

NE-4. 03 JUN 2010 to 01 JUL 2010

10098

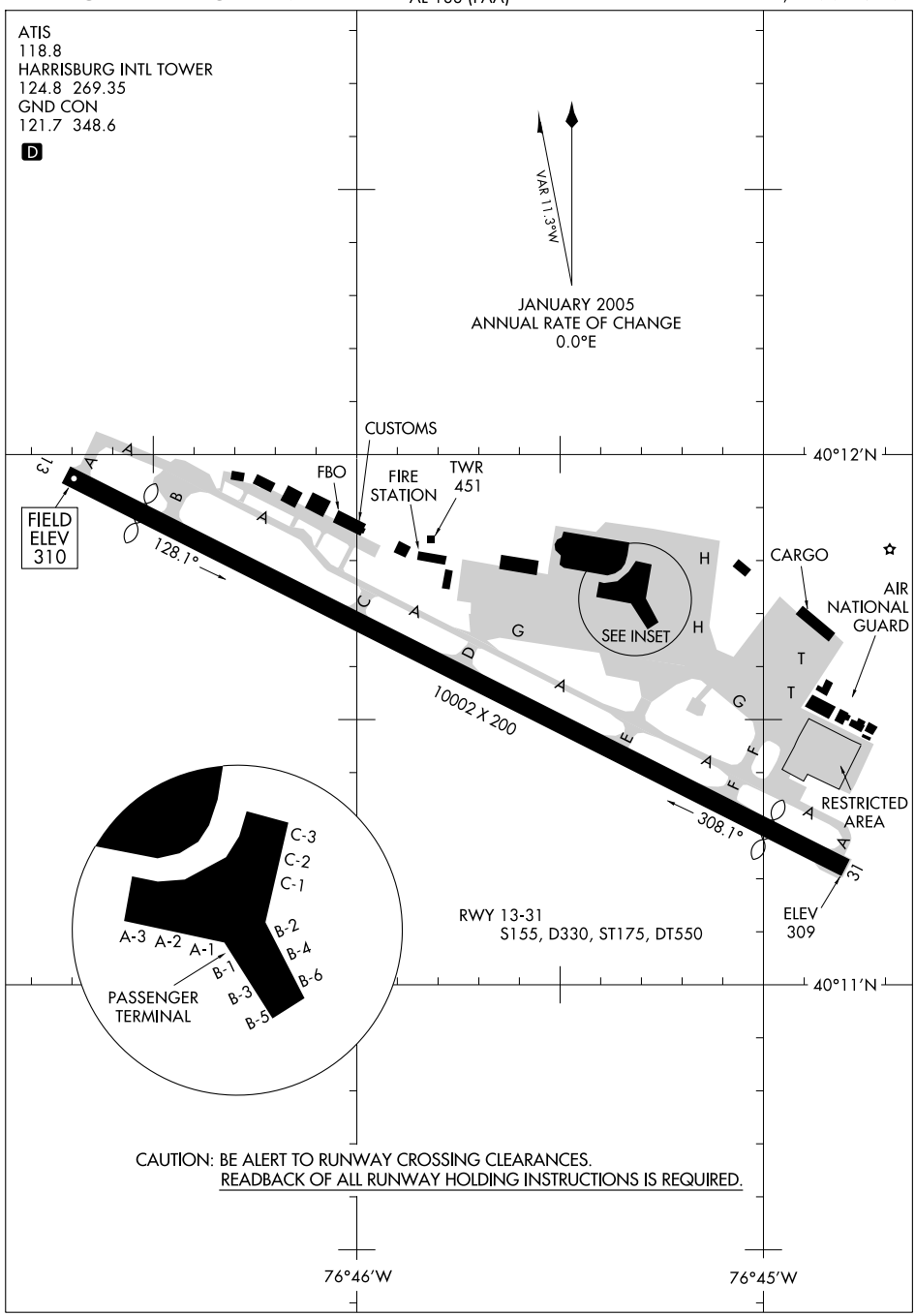
AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

ATIS
118.8
HARRISBURG INTL TOWER
124.8 269.35
GND CON
121.7 348.6

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS or LOC RWY 13

HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

114.6 RAV Chan 93

BAARN LRP 18

R-240 R-193 R-314 R-118 R-102

(IF) SIBUW INT

LOM/IAF ENOLA 204 MD

HAR

IAF HARRISBURG 112.5 HAR Chan 72

308° 3000 NoPT 118° (3.5)

2500 NoPT 128° (5)

128° 1 min 308°

3000 269° (13.6) 134° 314°

Capital City

IM

117.3 LRP Chan 120

LOCALIZER 110.9 I-MDT

10 NM

MSA MD 25 NM 3400

1744 1790 2037 1694 700± 619 684± 770± 615± 530 609 659± 470 598 1335 1273 890 1035 598± 677 1109 1106 1409 1023 1355 1290 1371 883 1418

ELEV 310 D

128° 6.4 NM from FAF

396 440 451 430

TDZE 308

10002 X 200

One Minute Holding Pattern

LOM 2450

900 3000 HDG 060° RAV R-193 114.6 BAARN

2800 308° 128° 2500 128° IM

GS 3.00° TCH 54

6.3 NM 0.1

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 13		508/18	200 (200-½)	
S-LOC 13	900/24	592 (600-½)	900/50 592 (600-1)	900/60 592 (600-1¼)
CIRCLING	900-1	590 (600-1)	920-1 ¾ 610 (700-1¾)	980-2 670 (700-2)

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4. 03 JUN 2010 to 01 JUL 2010

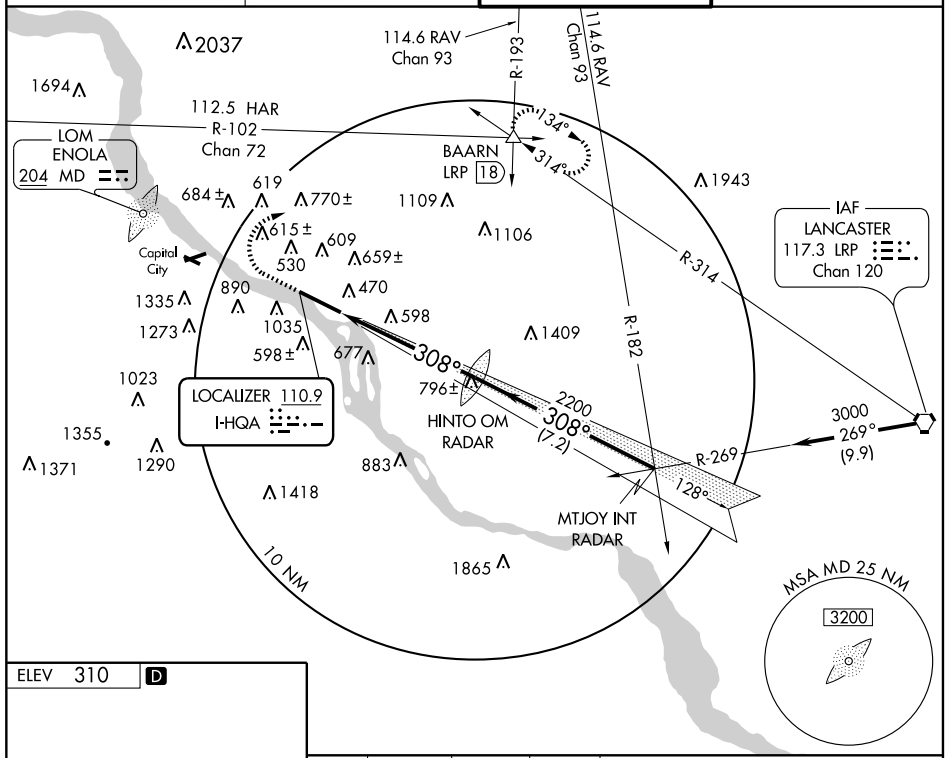
LOC I-HQA	APP CRS	Rwy Idg	8132
110.9	308°	TDZE	308
		Apt Elev	310

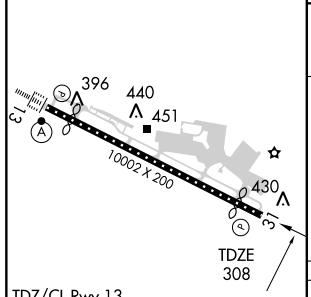
ILS or LOC RWY 31
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

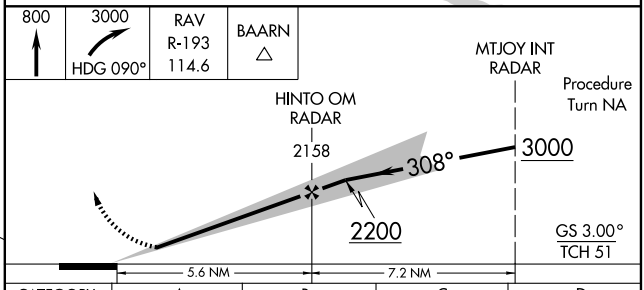
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 31	558/50		250 (300-1)	
S-LOC 31	920/50	612 (700-1)	920-1¾ 612 (700-1¾)	920-2 612 (700-2)
CIRCLING	920-1	610 (700-1)	920-1¾ 610 (700-1¾)	980-2 670 (700-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT II)

HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 (IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118 LOM/IAF ENOLA 204 MD HAR R-102 BAARN LRP 18 R-193 R-314 134° 314° 3000 269° (13.6) 1109 1106 117.3 LRP Chan 120 IAF HARRISBURG 112.5 HAR Chan 72 2500 NoPT 128° (5) 1 min 128° 308° 700± 684± 619 770± 615± 530 609 659± 470 598 890 1335 1273 1035 598 ± 677 Capital City IM 1023 1335 1371 1290 883 1418 1409 10 NM MSA MD 25 NM 3400 LOCALIZER 110.9 I-MDT

ELEV 310 D

One Minute Holding Pattern

LOM 2450 900 3000 HDG 060° RAV R-193 114.6 BAARN

2800 308° 128° 2500 128° DH RA101 IM 308 MSL

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 54

6.3 NM 868' 1081'

CATEGORY	A	B	C	D
S-ILS 13	RA 101/12 100 DA 408			

396 440 451 430 TDZE 308 10002 X 200 13 31

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT III)
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

114.6 RAV Chan 93

BAARN LRP 18

(IF) SIBUW INT 1694

LOM/IAF ENOLA 204 MD

IAF HARRISBURG 112.5 HAR Chan 72

2500 NoPT 128° (5)

308° 3000 NoPT 118° (3.5)

1 min

HAR R-102 3000 269° (13.6)

117.3 LRP Chan 120

Capital City

LOCALIZER 110.9 I-MDT

MSA MD 25 NM 3400

10 NM

One Minute Holding Pattern

LOM 2450 308° 128° 2800 2500

900	3000	RAV R-193 114.6	BAARN
	HDG 060°		

VGSI and ILS glidepath not coincident.

IM 411 128° 308 MSL

GS 3.00° TCH 54

6.3 NM 924′ 1081′

CATEGORY	A	B	C	D
S-ILS 13		CAT IIIa	RVR 07	
S-ILS 13		CAT IIIb	RVR 06	
S-ILS 13		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 310 D

TDZE 308

10002 X 200

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8070
CH 86313	128°	TDZE	308
W13A		Apt Elev	310

RNAV (GPS) RWY 13

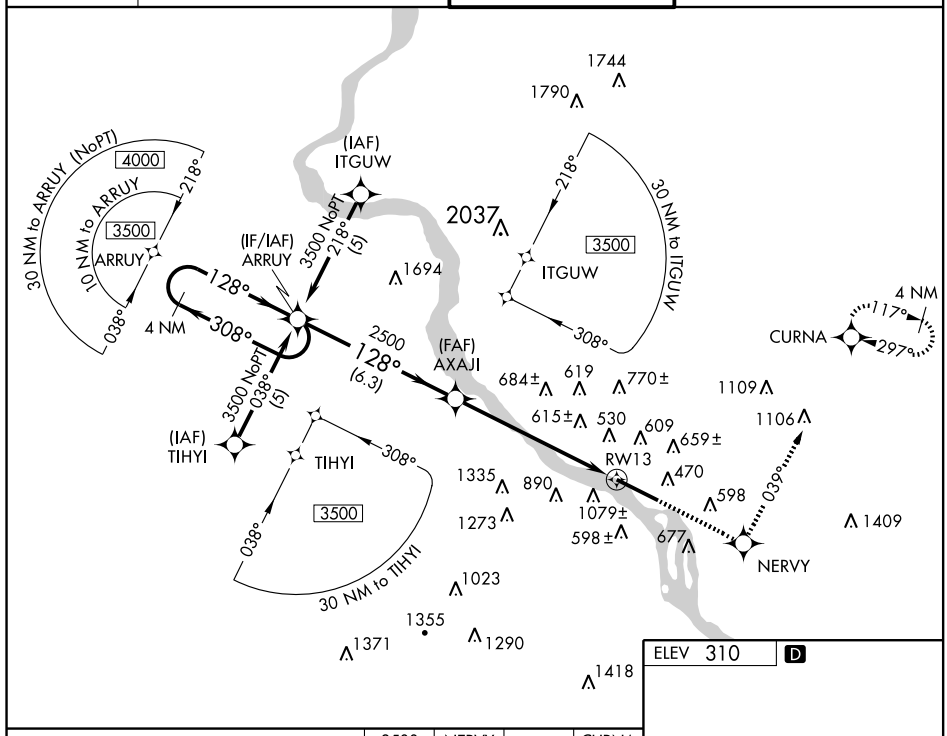
HARRISBURG INTL (MDT)

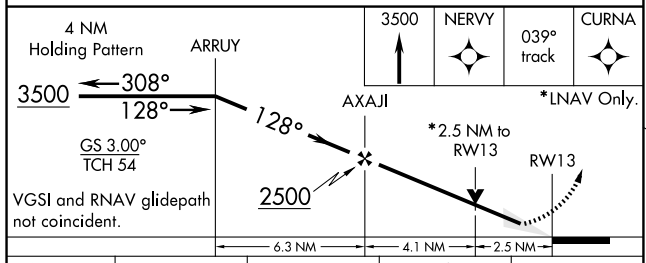
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats.

ALSF-2

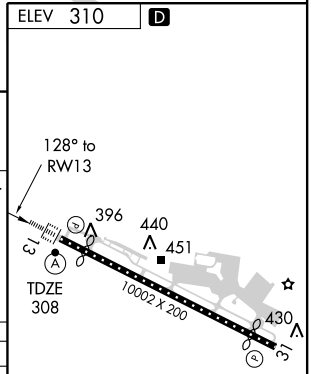
MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





CATEGORY	A	B	C	D
LPV DA	558/24 250 (300-½)			
LNAV/VNAV DA	1572-5 1264 (1300-5)			
LNAV MDA	1180/24 872 (900-½)	1180/40 872 (900-¾)	1180-2 872 (900-2)	1180-2¼ 872 (900-2¼)
CIRCLING	1180-1 870 (900-1)	1180-1¼ 870 (900-1¼)	1180-2½ 870 (900-2½)	1180-2¾ 870 (900-2¾)



TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 03 JUN 2010 to 01 JUL 2010

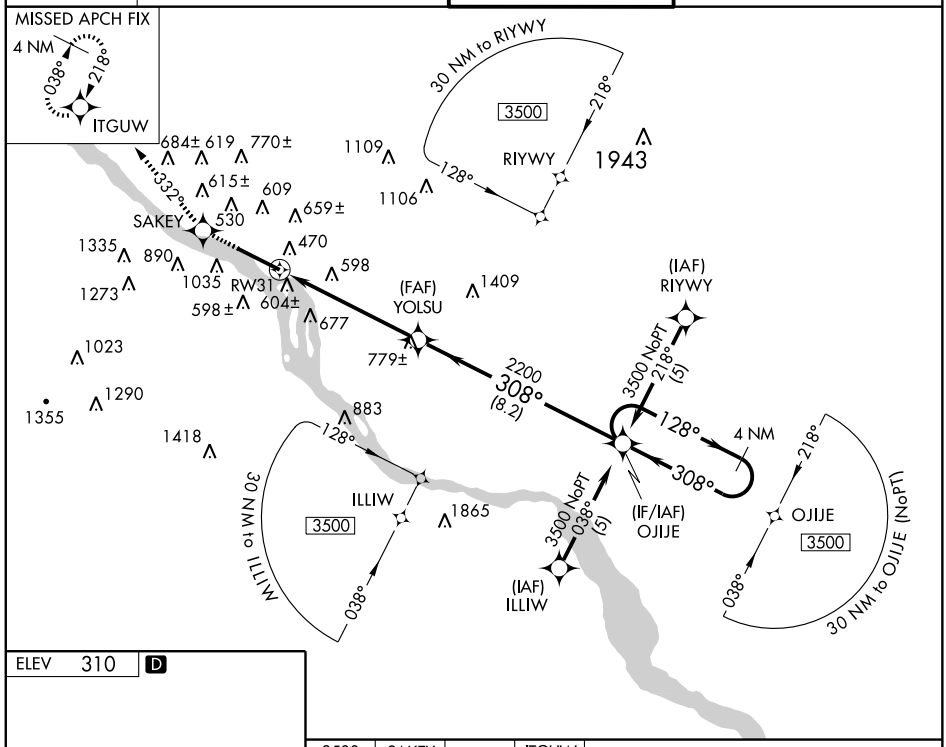
WAAS	APP CRS	Rwy Idg	8132
CH 78013	308°	TDZE	308
W31A		Apt Elev	310

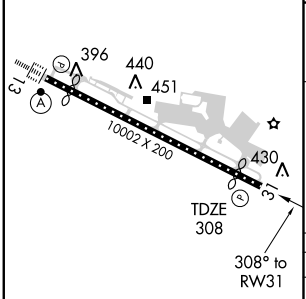
RNAV (GPS) RWY 31
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

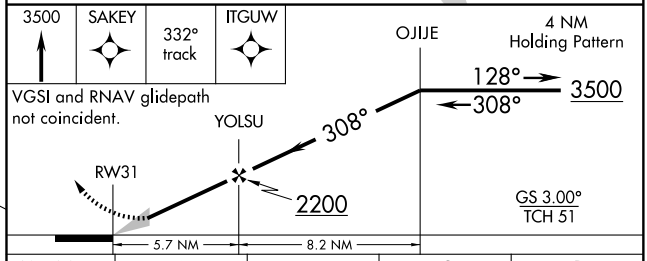
MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	558/50		250 (300-1)	
LNAV/VNAV DA	921-2¼		613 (700-2¼)	
LNAV MDA	1100/50 792 (800-1)	1100/60 792 (800-1¼)	1100-2¼ 792 (800-2¼)	1100-2½ 792 (800-2½)
CIRCLING	1100-1 790 (800-1)	1100-1¼ 790 (800-1¼)	1100-2¼ 790 (800-2¼)	1100-2½ 790 (800-2½)

NE-4. 03 JUN 2010 to 01 JUL 2010

HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

10098

VOR RWY 31

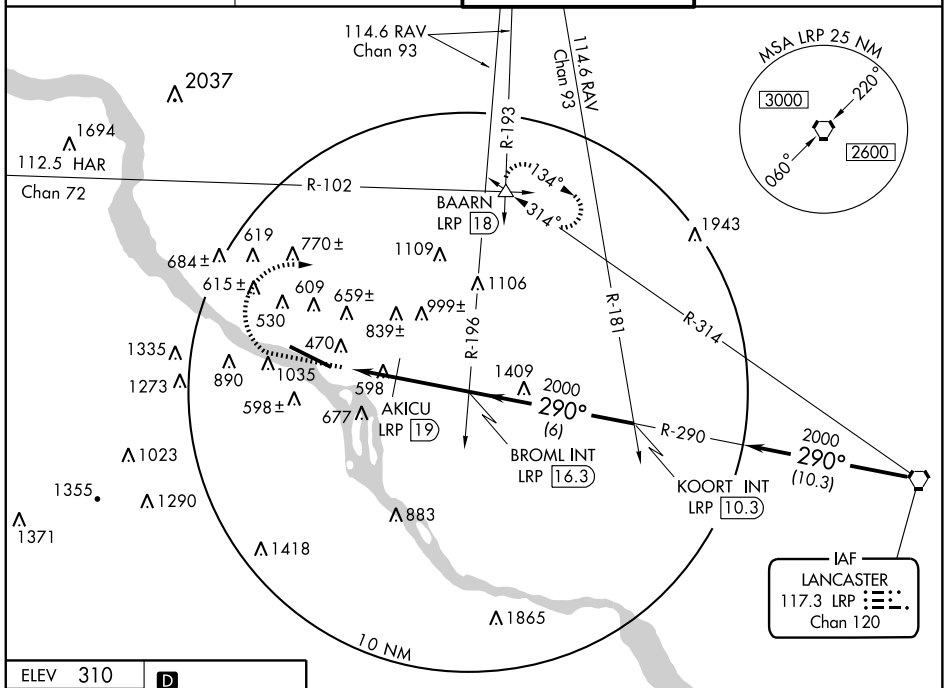
HARRISBURG INTL (MDT)

VORTAC LRP	APP CRS	Rwy Idg	8132
117.3	290°	TDZE	308
Chan 120		Apt Elev	310

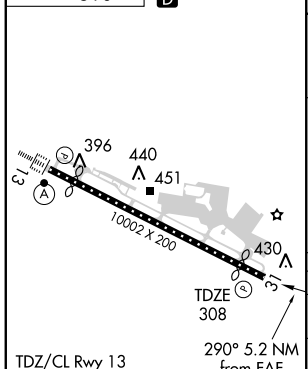
Circling NA south of Runway 13-31.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

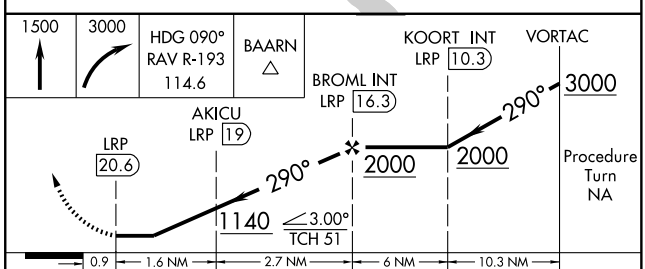


NE-4, 03 JUN 2010 to 01 JUL 2010



TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



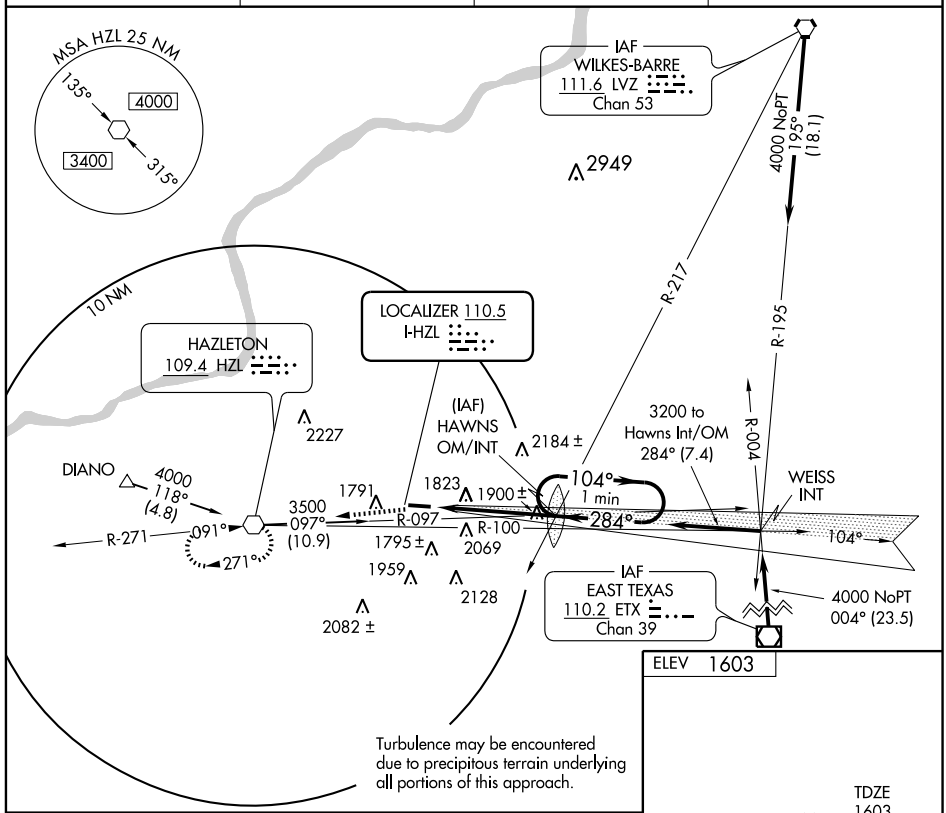
CATEGORY	A	B	C	D
S-31	1140-1 832 (900-1)	1140-1¼ 832 (900-1¼)	1140-2½ 832 (900-2½)	1140-2¾ 832 (900-2¾)
CIRCLING	1140-1 830 (900-1)	1140-1¼ 830 (900-1¼)	1140-2½ 830 (900-2½)	1140-2¾ 830 (900-2¾)
AKICU FIX MINIMUMS				
S-31	1080-1 772 (800-1)	1080-1¼ 772 (800-1¼)	1080-2¼ 772 (800-2¼)	1080-2½ 772 (800-2½)
CIRCLING	1080-1 770 (800-1)	1080-1¼ 770 (800-1¼)	1080-2¼ 770 (800-2¼)	1080-2½ 770 (800-2½)

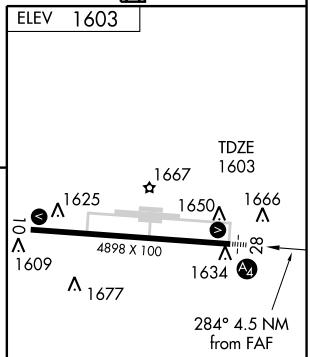
LOC I-HZL	APP CRS	Rwy Idg	4898
110.5	284°	TDZE	1603
		Apt Elev	1603

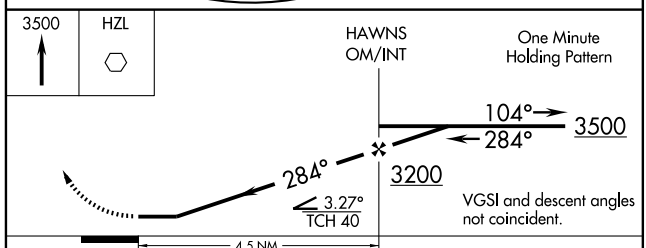
LOC RWY 28
HAZLETON MUNI (HZL)

Inoperative table does not apply. When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.	MALSF	MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF)







REIL Rwy 10 (L)
MIRL Rwy 10-28 (L)

CATEGORY	A	B	C	D
S-LOC 28	2160-1	697 (700-1)	2300-2 697 (700-2)	2300-2¼ 697 (700-2¼)
CIRCLING	2300-1	697 (700-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-4, 03 JUN 2010 to 01 JUL 2010

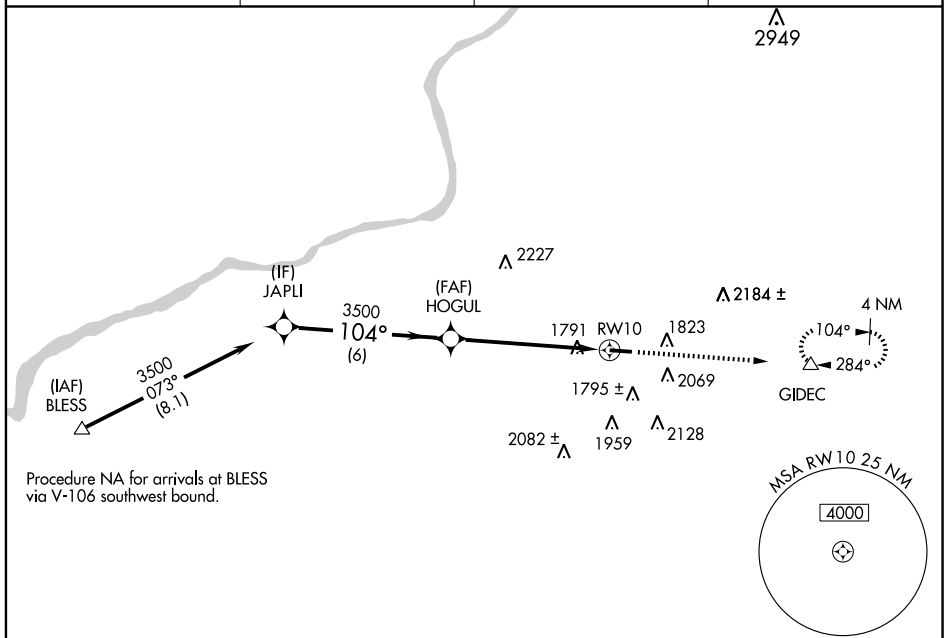
WAAS CH 90127 W10A	APP CRS 104°	Rwy Idg 4898 TDZE 1603 Apt Elev 1603

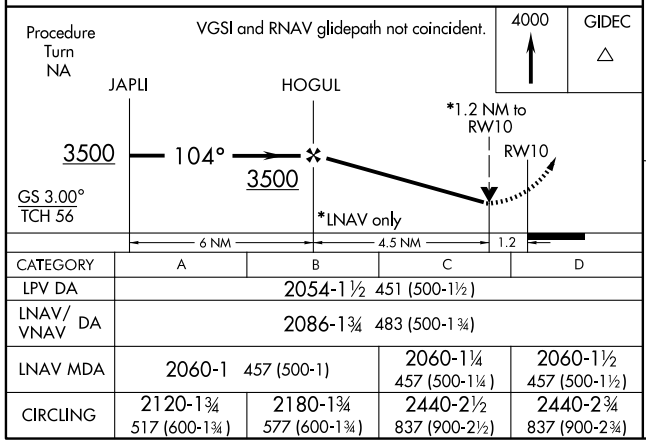
RNAV (GPS) RWY 10
HAZLETON MUNI (HZL)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F).
Circling to Rwy 28 NA at night.

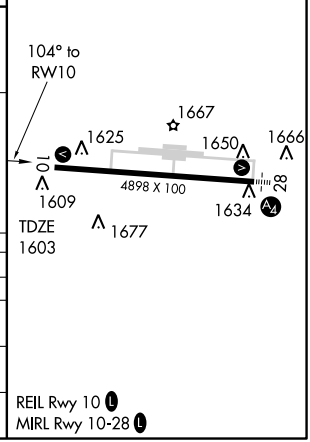
MISSED APPROACH: Climb to 4000 direct GIDEC and hold, continue climb-in-hold to 4000.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2054-1½ 451 (500-1½)			
LNAV/ VNAV DA	2086-1¾ 483 (500-1¾)			
LNAV MDA	2060-1 457 (500-1)		2060-1¼ 457 (500-1¼)	2060-1½ 457 (500-1½)
CIRCLING	2120-1¾ 517 (600-1¾)	2180-1¾ 577 (600-1¾)	2440-2½ 837 (900-2½)	2440-2¾ 837 (900-2¾)



NE-4. 03 JUN 2010 to 01 JUL 2010

VOR HZL	APP CRS	Rwy Idg	4898
109.4	091°	TDZE	1603
		Apt Elev	1603

VOR RWY 10

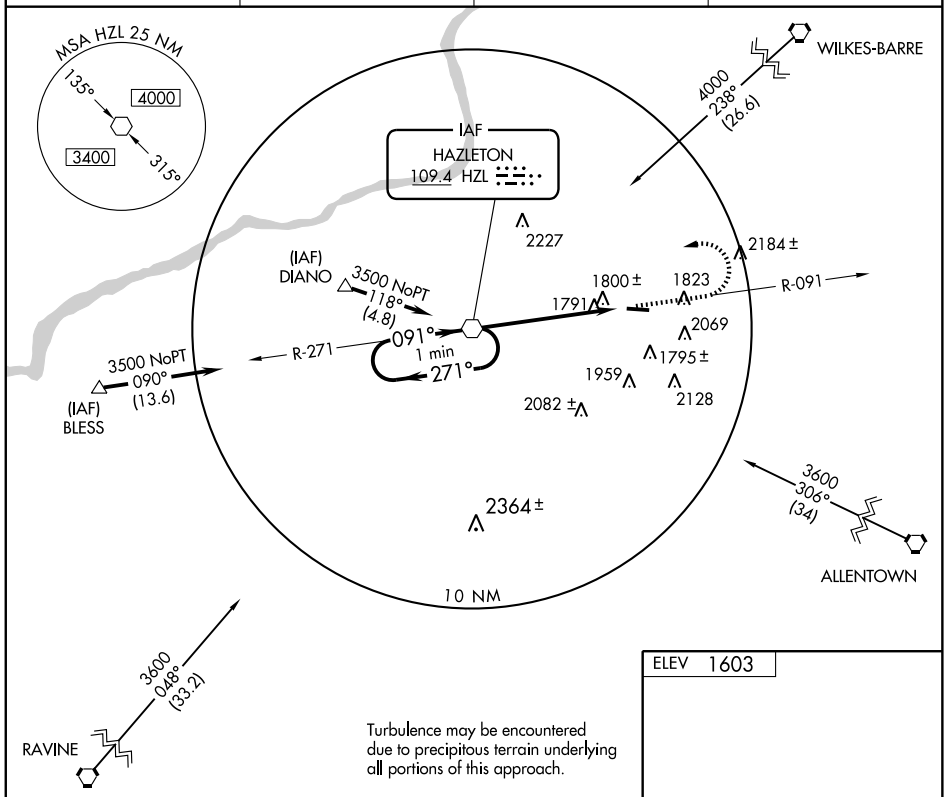
HAZLETON MUNI (HZL)

When VGSI inoperative, Circling Rwy 28 NA at night.

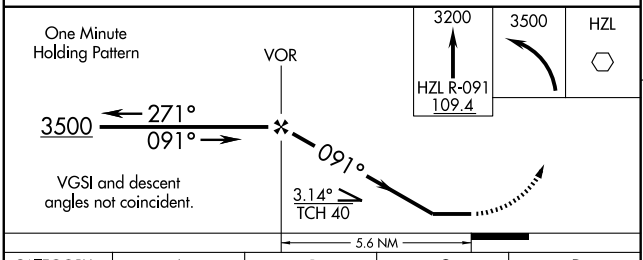
NA

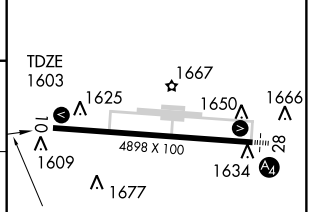
MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.





REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	2300-1	697 (700-1)	2300-2 697 (700-2)	2300-2¼ 697 (700-2¼)
CIRCLING	2300-1	697 (700-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4. 03 JUN 2010 to 01 JUL 2010

VOR HZL	APP CRS	Rwy Idg	4898
109.4	273°	TDZE	1603
		Apt Elev	1603

VOR RWY 28

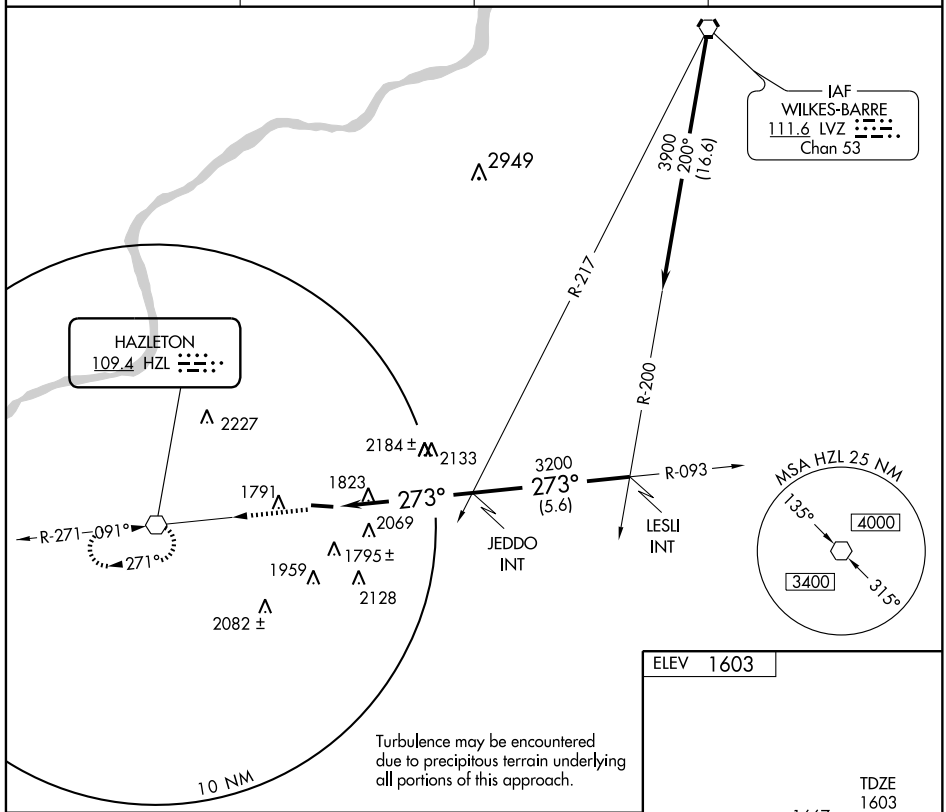
HAZLETON MUNI (HZL)

Inoperative table does not apply.
When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.
NA

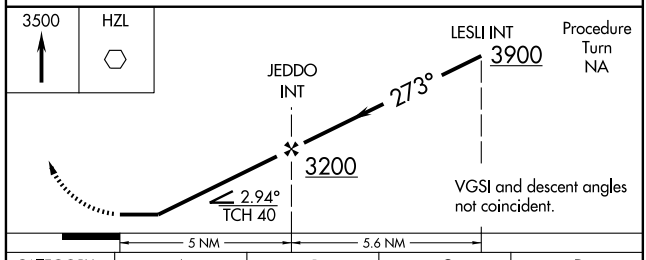
MALSF

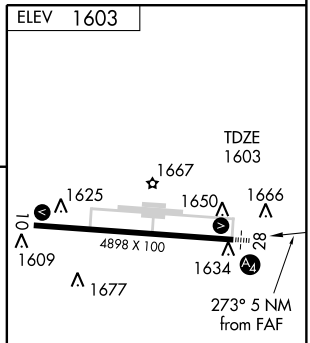
MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.





REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-28	2500-1¼ 897 (900-1¼)		2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)
CIRCLING	2500-1¼ 897 (900-1¼)		2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

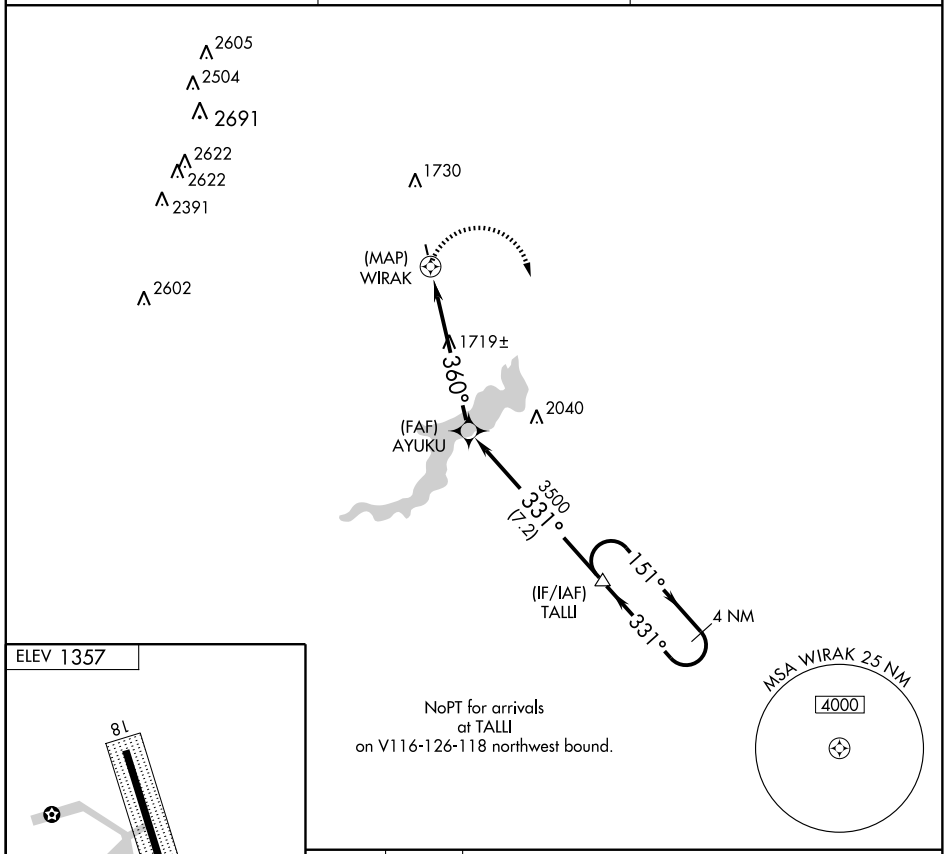
NE-4. 03 JUN 2010 to 01 JUL 2010

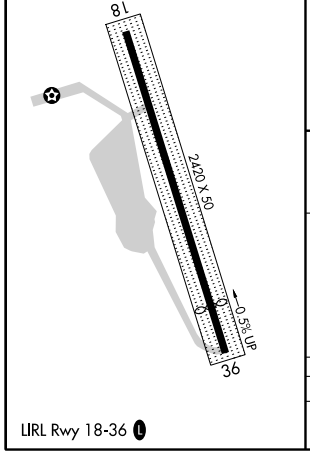
APP CRS	Rwy Idg	N/A
360°	TDZE	N/A
	Apt Elev	1357

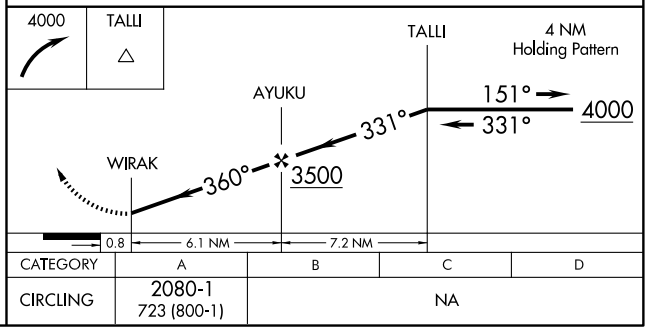
RNAV (GPS)-B

HONESDALE / CHERRY RIDGE (N30)

NA	DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.	MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.
WILKES-BARRE APP CON **124.5 256.7**	UNICOM **122.8** (CTAF)	**122.75** L







CATEGORY	A	B	C	D
CIRCLING	2080-1 723 (800-1)	NA		

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC LVZ	APP CRS	Rwy Idg	N/A
111.6	064°	TDZE	N/A
Chan 53		Apt Elev	1357

VOR-A

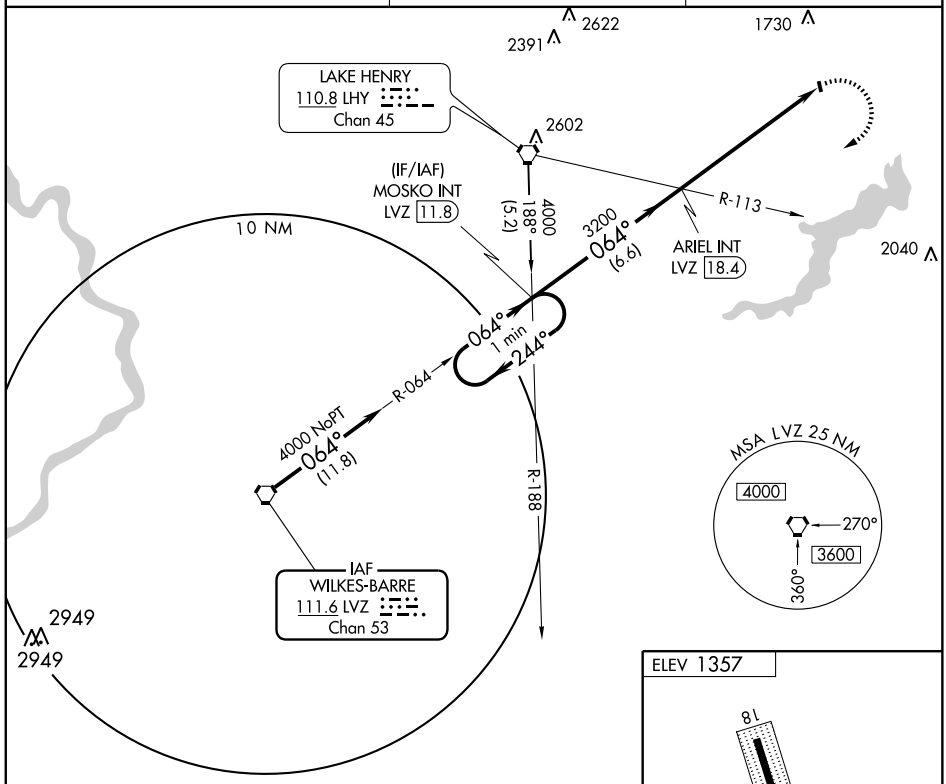
HONESDALE / CHERRY RIDGE (N30)

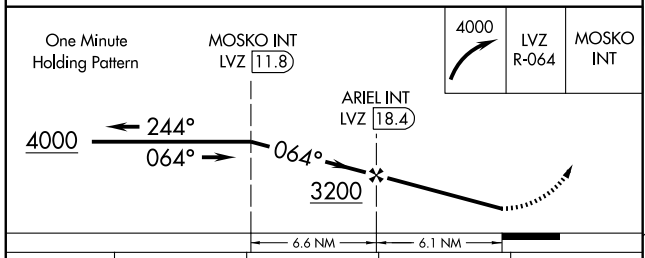
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

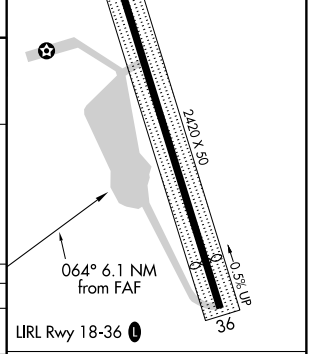
NA

MISSED APPROACH: Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.

WILKES-BARRE APP CON	UNICOM	
124.5 256.7	122.8 (CTAF)	122.75 L







CATEGORY	A	B	C	D
CIRCLING	2180-1 823 (900-1)	NA		

WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS					
CIRCLING	2500-1¼ 1143 (1200-1¼)	NA			

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	100
086°	TDZE	N/A
	Apt Elev	591

COPTER RNAV (GPS) 086°

HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

NA	MISSED APPROACH:
Proceed VFR from MOMSE WP or conduct the specified missed approach. Limit final, missed approach, and holding airspeed to 70 KIAS. Use Reedsville/Mifflin County (RVL) altimeter setting. Surface elevation 900′ at MAP.	Climbing left turn to 4000 direct HIPUT WP and hold.

HARRISBURG APP CON	UNICOM	
124.1 273.525	123.05 (CTAF)	122.8 L

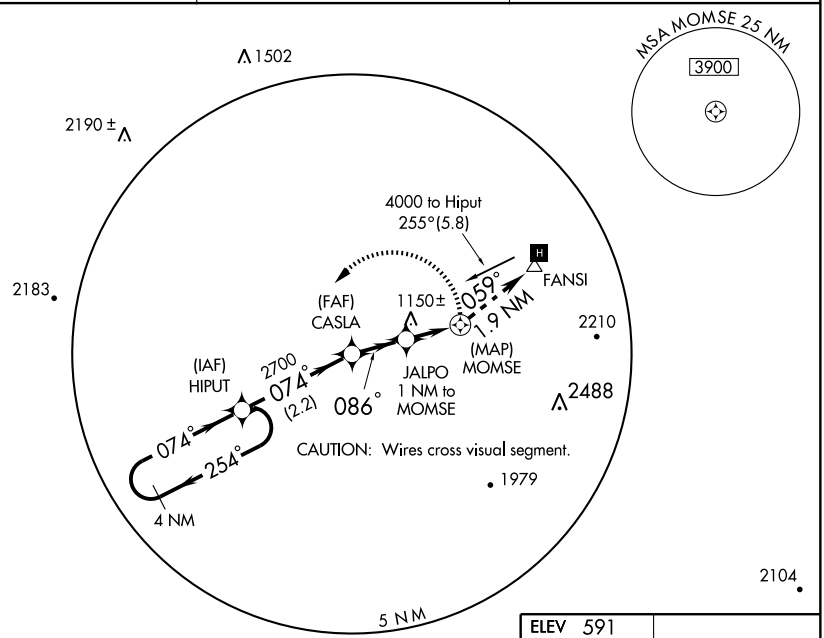
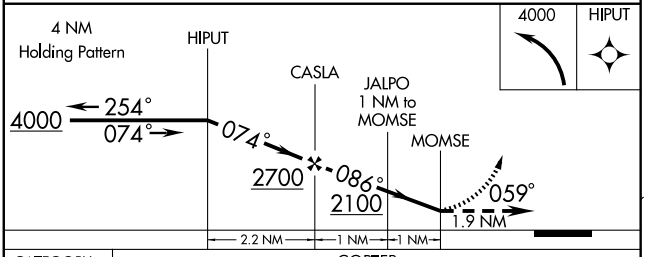
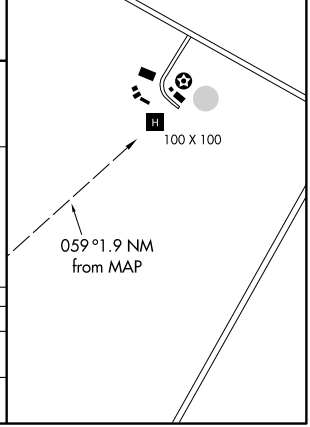


Chart scale: 1:250,000





CATEGORY	COPTER
H-086°	1500 - ¾ 600 (600-¾)
CIRCLING	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
274°	TDZE	1405
	Apt Elev	1405

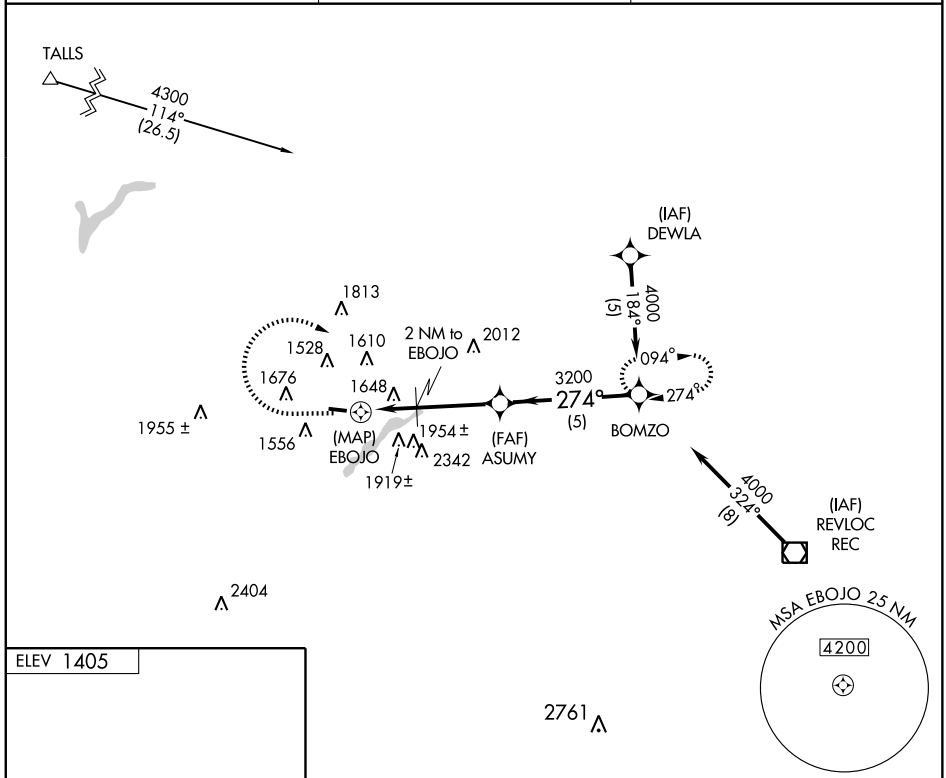
GPS RWY 28

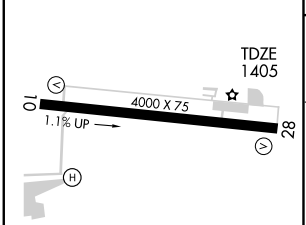
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

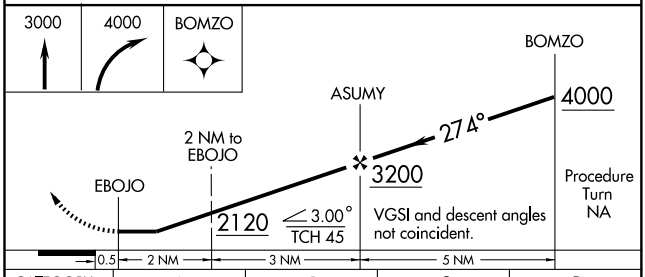
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	1940-1 535 (600-1)		1940-1½ 535 (600-1½)	1940-1¾ 535 (600-1¾)
CIRCLING	1960-1 555 (600-1)	1980-1 575 (600-1)	2100-2 695 (700-2)	2220-2¾ 815 (900-2¾)

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IDI	APP CRS	Rwy Idg	4000
109.5	284°	TDZE	1406
Chan 32		Apt Elev	1406

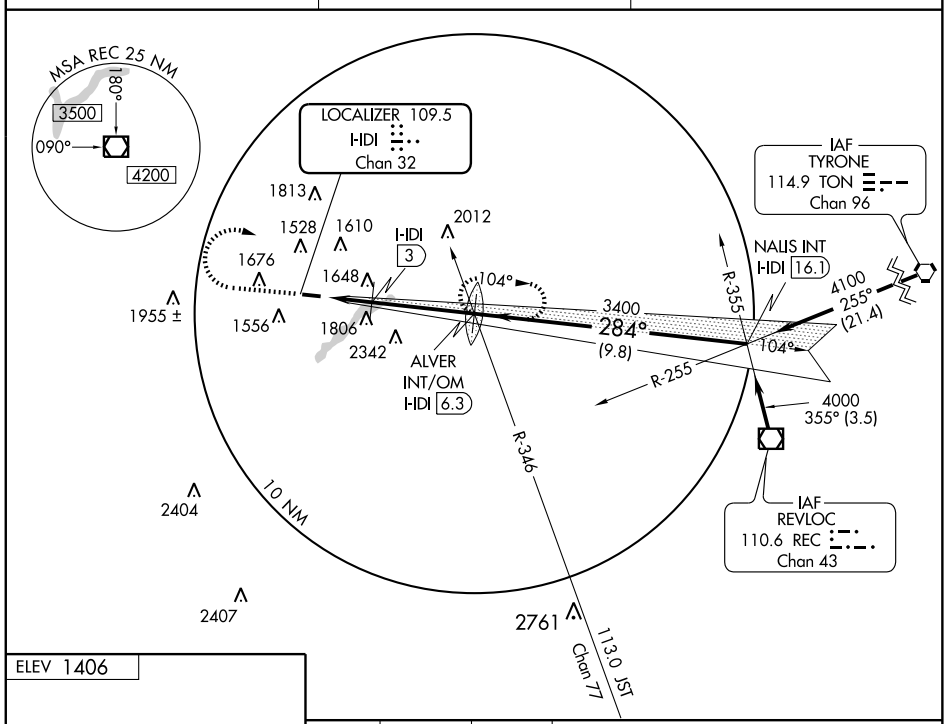
LOC RWY 28

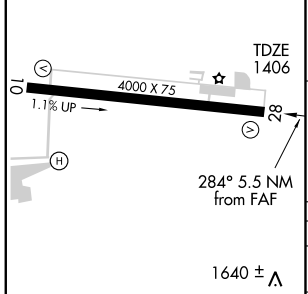
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

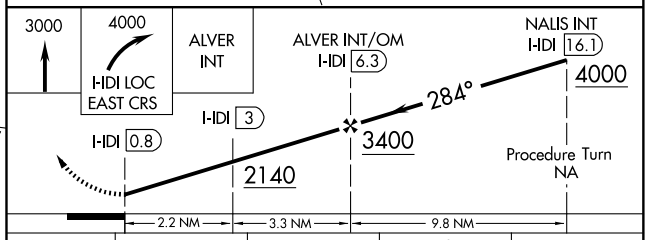
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 via I-IDI LOC East Course to ALVER INT/OM/I-IDI 6.3 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)







MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

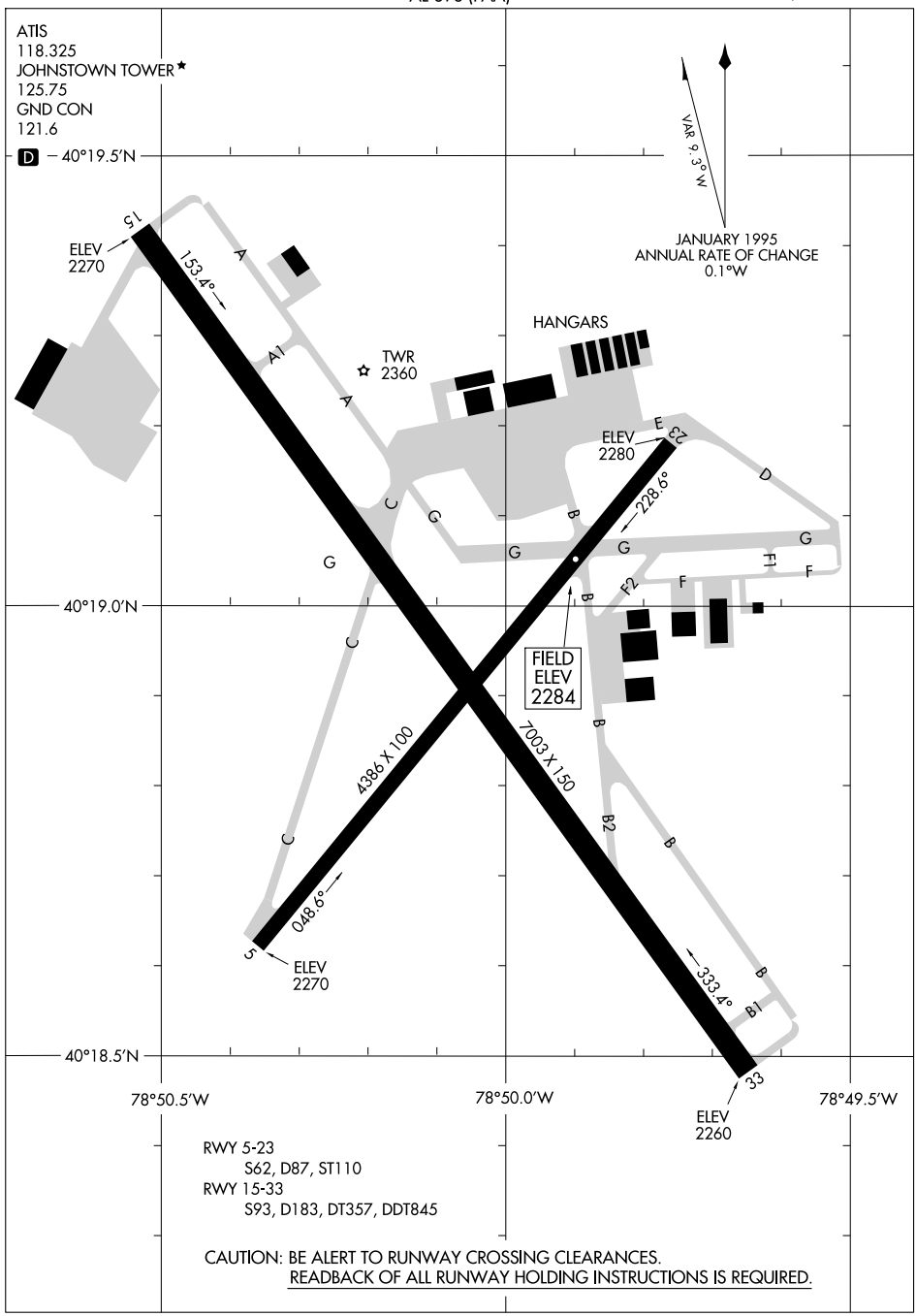
CATEGORY	A	B	C	D
S-28	2140-1 734 (800-1)		2140-2 734 (800-2)	2140-2¼ 734 (800-2¼)
CIRCLING	2140-1 734 (800-1)		2140-2 734 (800-2)	2220-2¾ 814 (900-2¾)
DME MINIMUMS				
S-28	1860-1 454 (500-1)		1860-1¼ 454 (500-1¼)	1860-1½ 454 (500-1½)
CIRCLING	1960-1 554 (600-1)	1980-1 574 (600-1)	2100-2 694 (700-2)	2220-2¾ 814 (900-2¾)

NE-4, 03 JUN 2010 to 01 JUL 2010

10098

AIRPORT DIAGRAM

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
AL-898 (FAA)
JOHNSTOWN, PENNSYLVANIA



RWY 5-23
S62, D87, ST110
RWY 15-33
S93, D183, DT357, DDT845

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-JST	APP CRS	Rwy Idg	7003
110.1	334°	TDZE	2281
		Apt Elev	2284

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

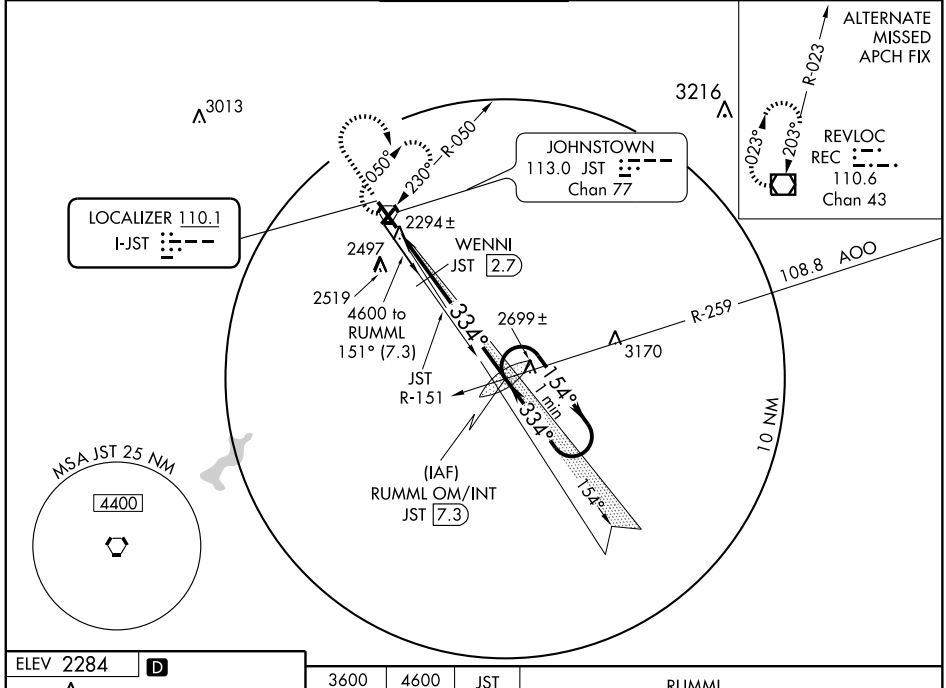
ILS or LOC RWY 33

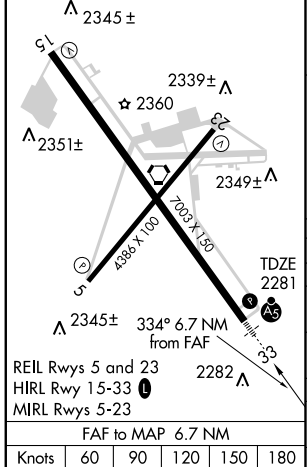
For inoperative MALSR, increase WENNI fix minimums S-LOC 33 Cat D visibility to 1 mile. Glide slope unusable beyond 5 degrees left of course.

MALSR

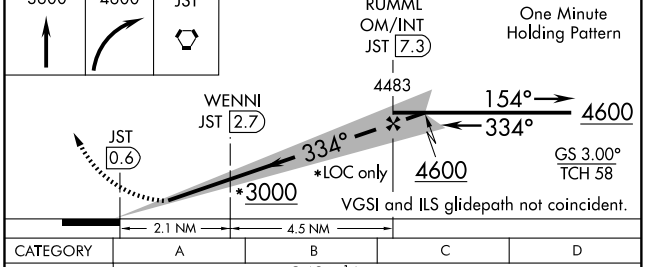
MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





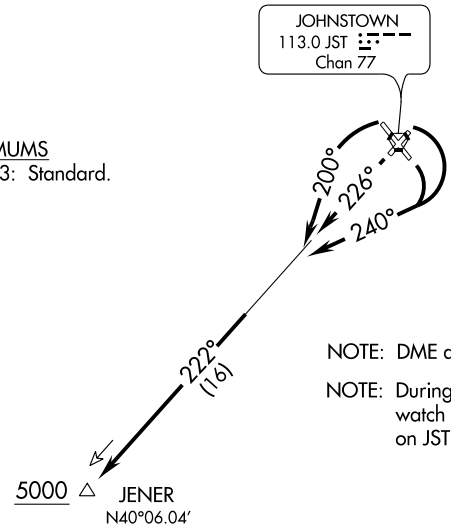
FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-ILS 33	2481-½ 200 (200-½)			
S-LOC 33	3000-½ 719 (800-½)		3000-1½ 719 (800-1½)	3000-1¾ 719 (800-1¾)
CIRCLING	3000-1 716 (800-1)		3000-2 716 (800-2)	3000-2¼ 716 (800-2¼)
WENNI FIX MINIMUMS				
S-LOC 33	2600-½ 319 (400-½)			2600-¾ 319 (400-¾)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2



TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard.

NOTE: DME and RADAR required.

NOTE: During VFR conditions watch for opposing traffic on JST R-222.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL.
Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL.
Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL.
Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL.
Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST R-222, Thence. . . .
TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence
TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence

. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

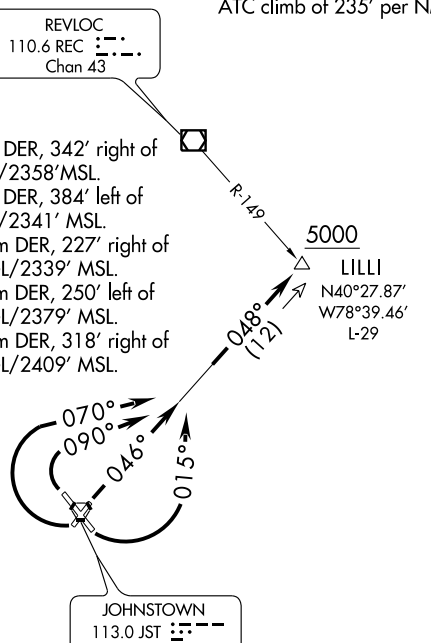
NE-4, 03 JUN 2010 to 01 JUL 2010

LILLI THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2

TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard with minimum ATC climb of 235′ per NM to 5000.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ right of centerline, up to 100′ AGL/2358′MSL.
Trees beginning 887′ from DER, 384′ left of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ right of centerline, up to 100′ AGL/2339′ MSL.
Trees beginning 431′ from DER, 250′ left of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ right of centerline, up to 100′ AGL/2409′ MSL.



NOTE: During VFR conditions watch for opposing traffic on JST R-048.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence
TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence via (assigned route).

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4386
049°	TDZE	2283
	Apt Elev	2284

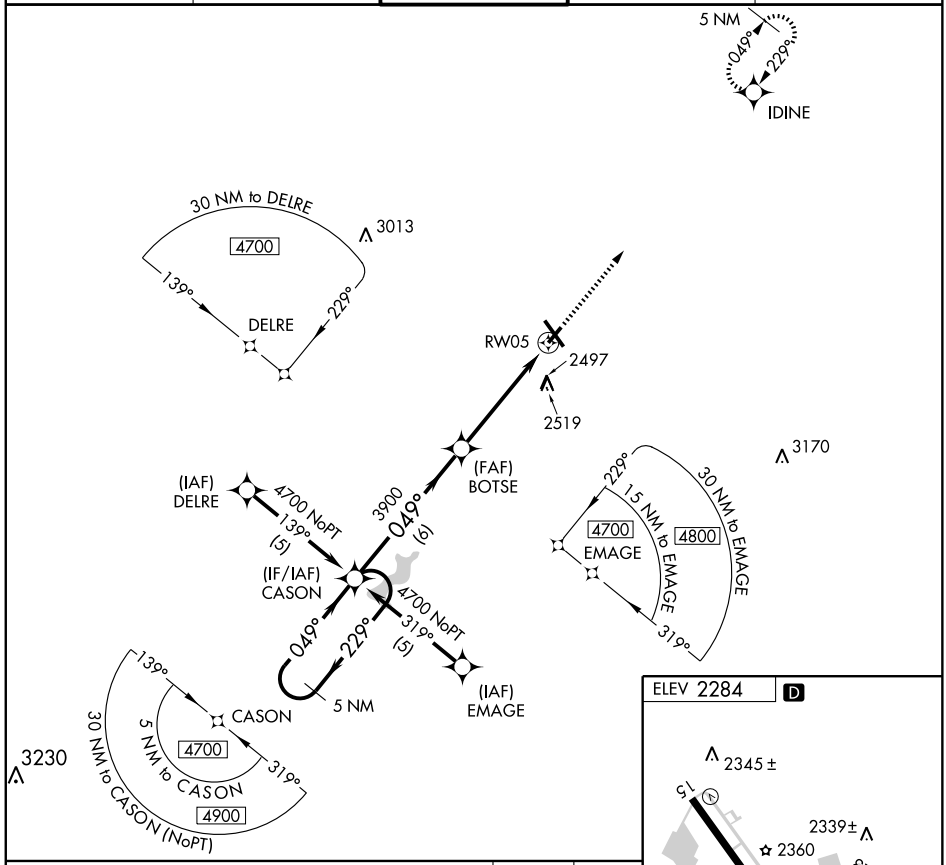
RNAV (GPS) RWY 5

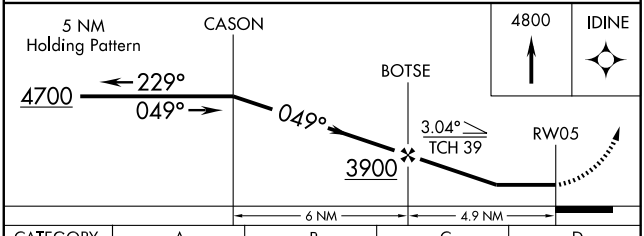
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

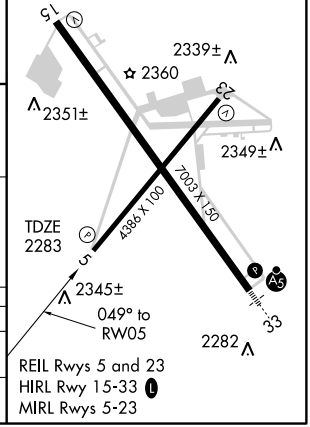
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct IDINE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2640-1 357 (400-1)			2640-1¼ 357 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7003
CH 53513	154°	TDZE	2276
W15A		Apt Elev	2284

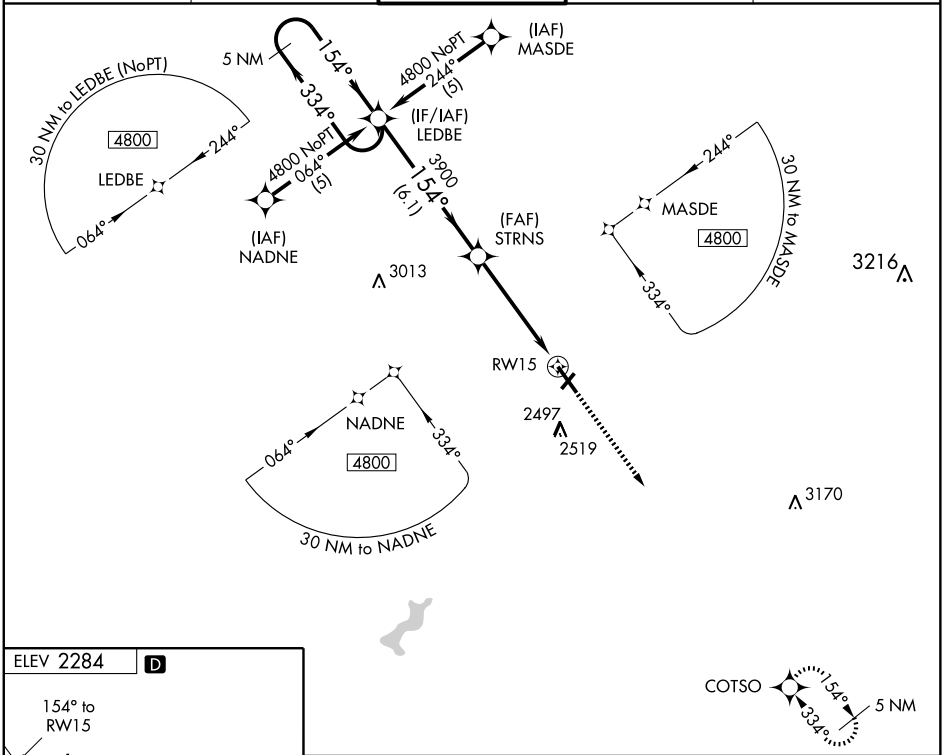
RNAV (GPS) RWY 15

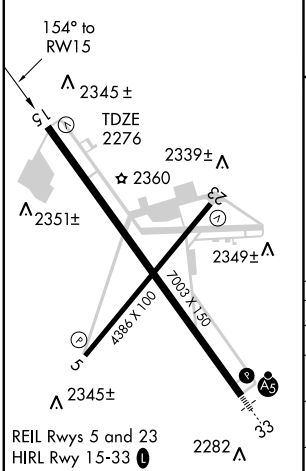
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

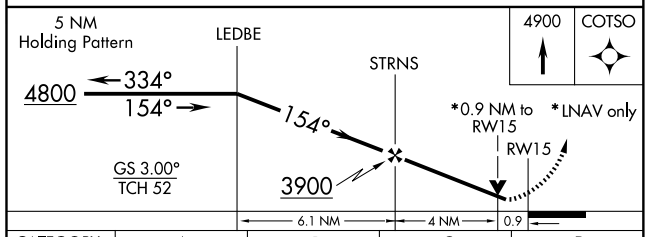
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2526-¾ 250 (300-¾)			
LNAV/VNAV DA	2595-1 319 (400-1)			
LNAV MDA	2620-1 344 (400-1)			2620-1¼ 344 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS		
229°	Rwy Idg	4386
	TDZE	2284
	Apt Elev	2284

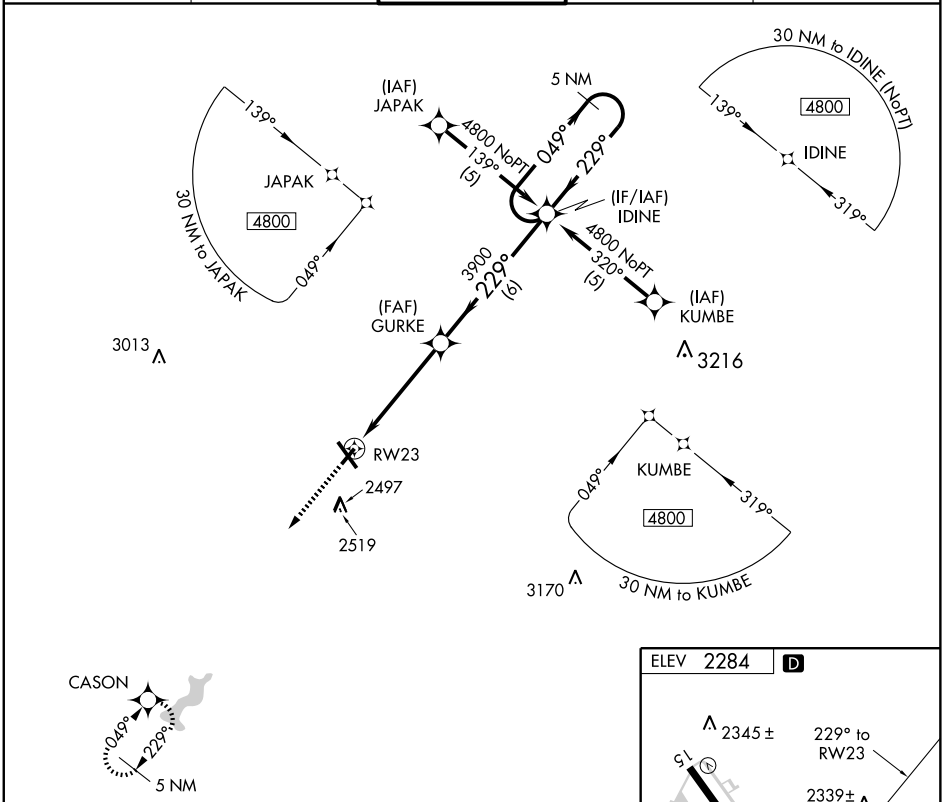
RNAV (GPS) RWY 23

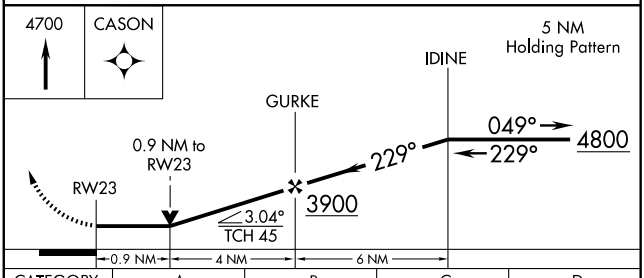
JOHNSTOWN /JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

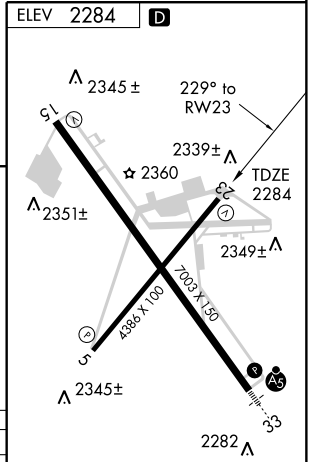
MISSED APPROACH: Climb to 4700 direct CASON and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23

WAAS	APP CRS	Rwy Idg	7003
CH 61113	334°	TDZE	2281
W33A		Apt Elev	2284

RNAV (GPS) RWY 33

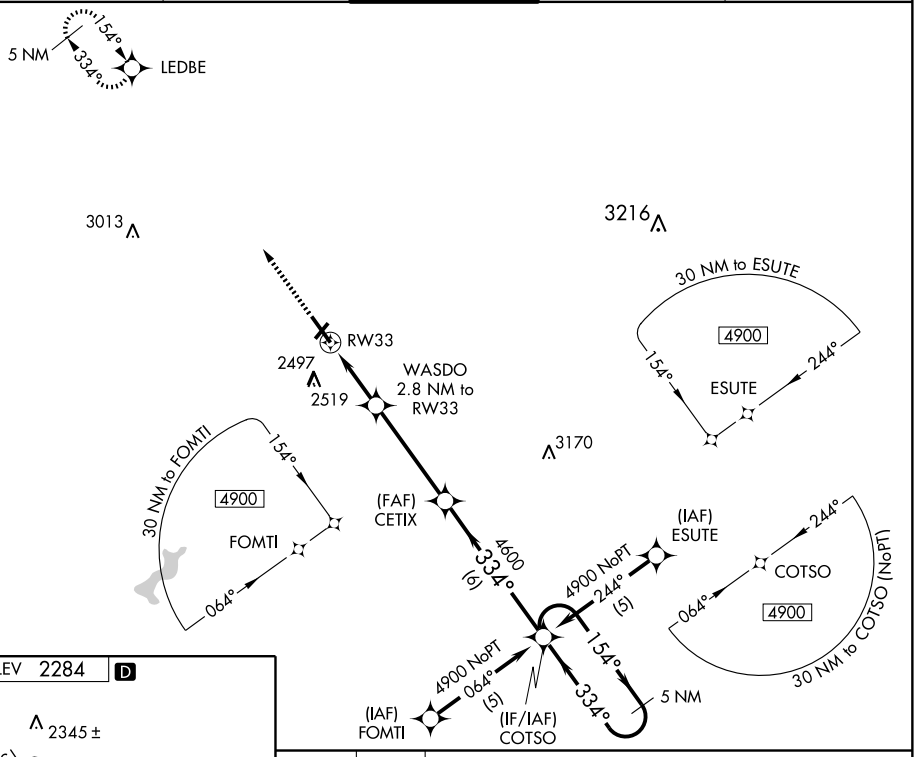
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

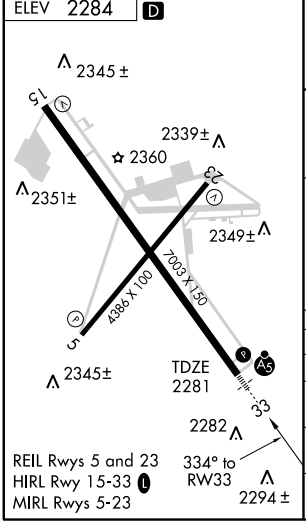
Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

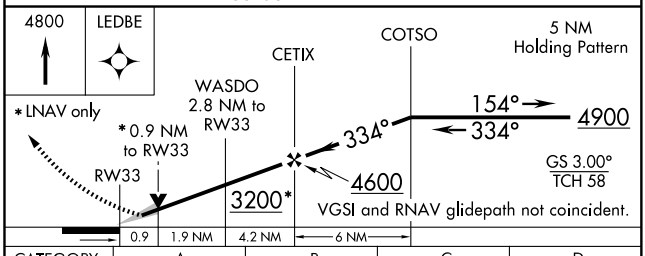
MALSR

MISSED APPROACH: Climb to 4800 direct LEDBE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2481-½ 200 (200-½)			
LNAV/VNAV DA	2552-½ 271 (300-½)			2552-¾ 271 (300-¾)
LNAV MDA	2600-½ 319 (400-½)			2600-1 319 (400-1)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

TACAN RWY 15

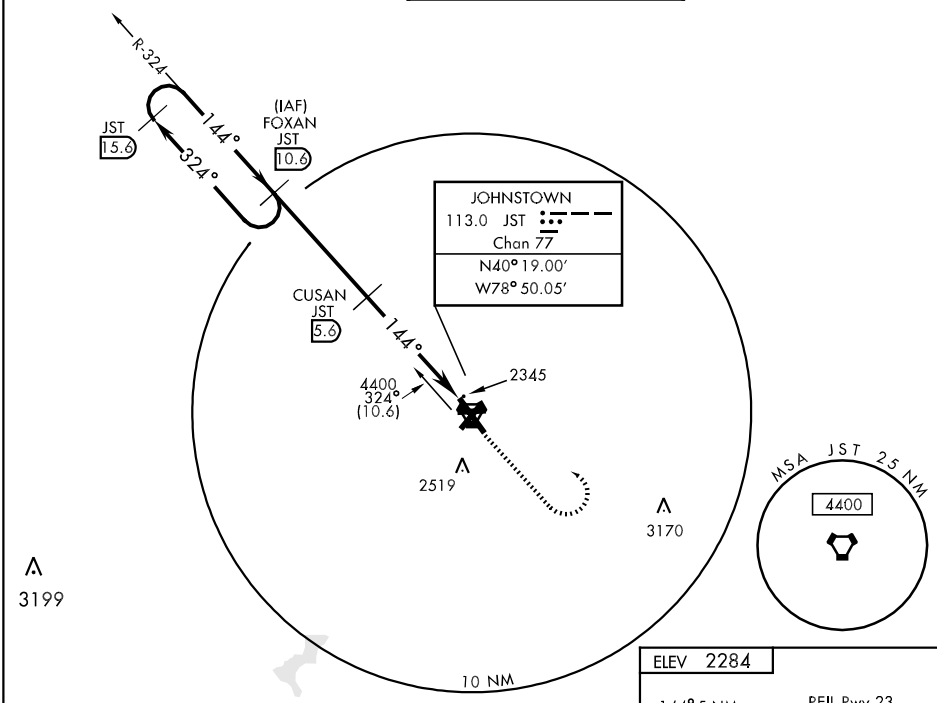
VORTAC JST	APCH CRS	Rwy ldg 7003
113.0	144°	TDZE 2276
Chan 77		Arpt Elev 2284

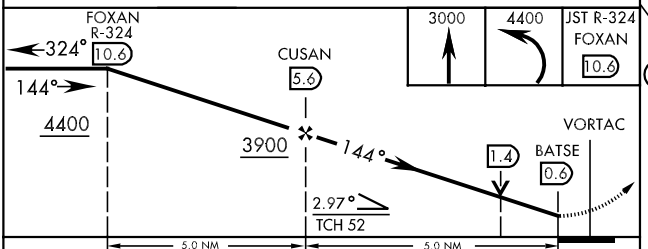
AL-898 [USAF]

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

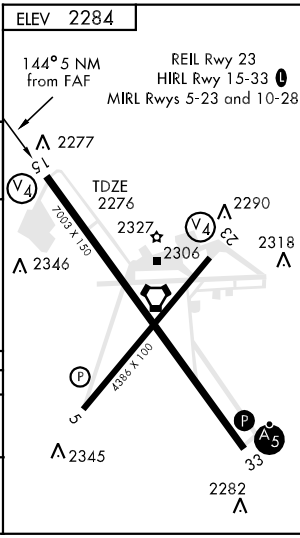
MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) L	121.6	118.325





CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



TACAN RWY 23

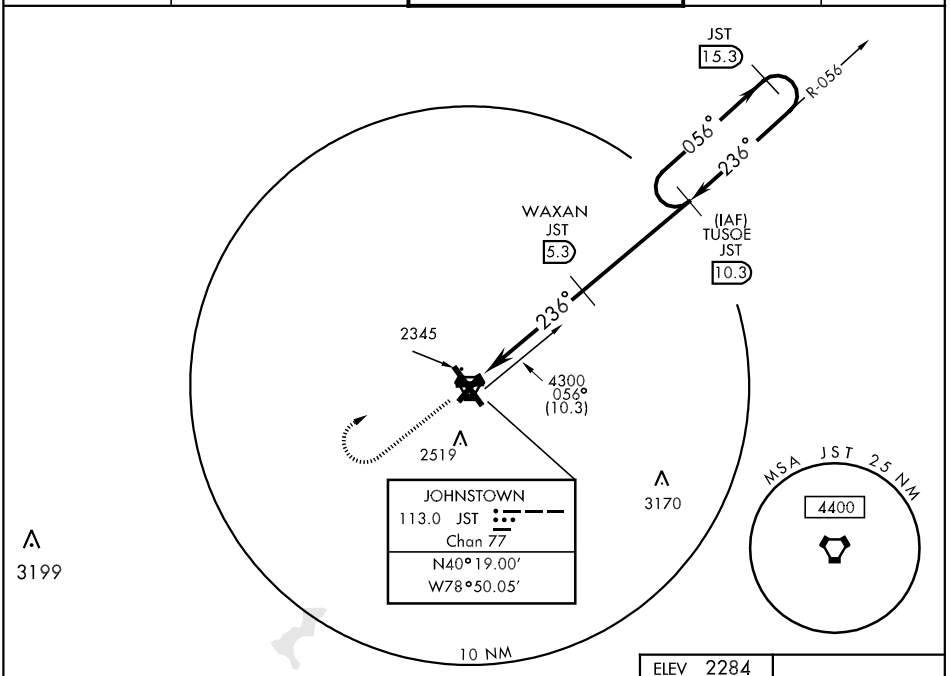
VORTAC JST	APCH CRS	Rwy ldg	4507
113.0	236°	TDZE	2281
Chan 77		Arpt Elev	2284

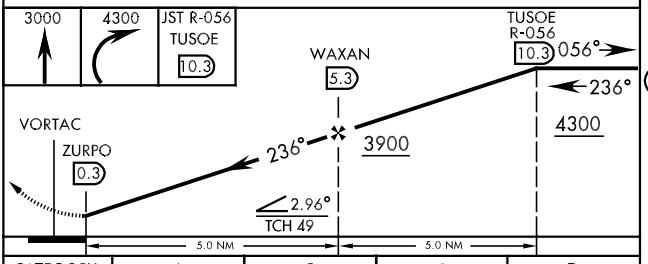
AL-898 [USAF]

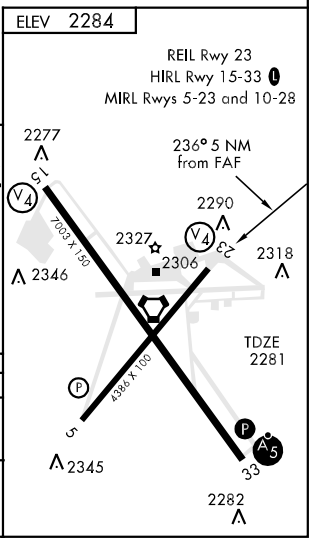
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) L	121.6	118.325







CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

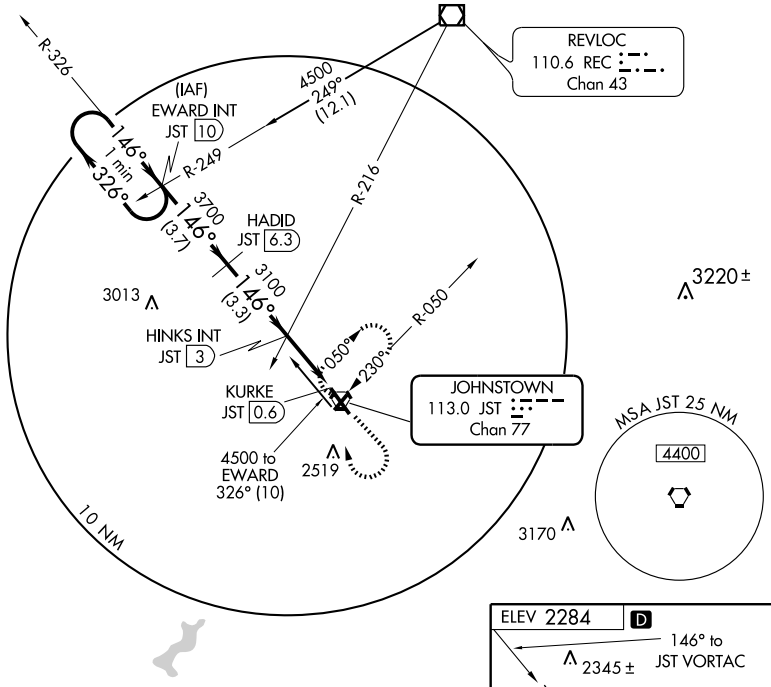
NE-4, 03 JUN 2010 to 01 JUL 2010

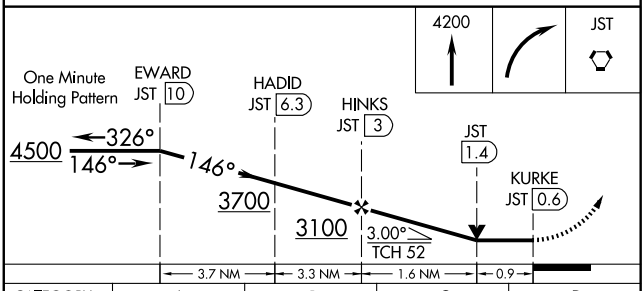
VORTAC JST	APP CRS	Rwy Idg	7003
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

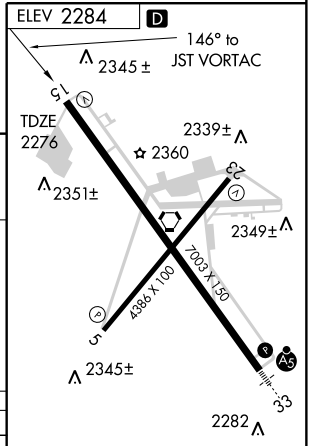
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST) VOR/DME RWY 15

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6







CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC JST 113.0 Chan 77	APP CRS 230°	Rwy Idg 4386 TDZE 2284 Apt Elev 2284

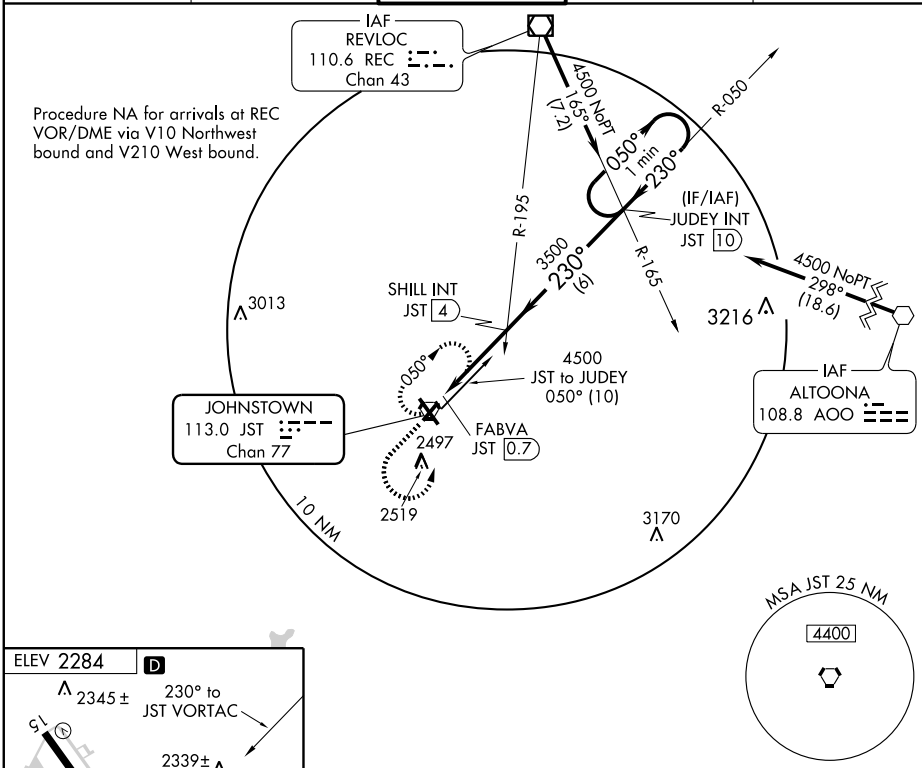
VOR/DME RWY 23

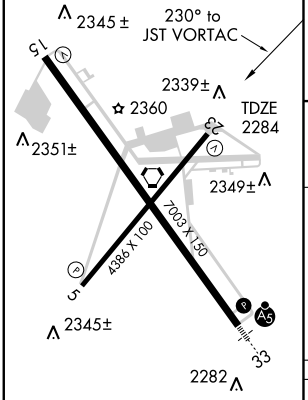
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

Visibility reduction by helicopters NA.

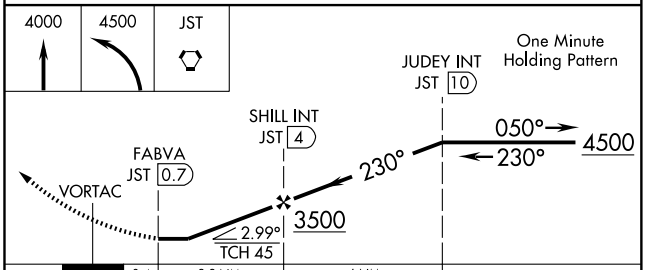
MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC JST 113.0 Chan 77	APP CRS 042°	Rwy Idg 4386 TDZE 2283 Apt Elev 2284

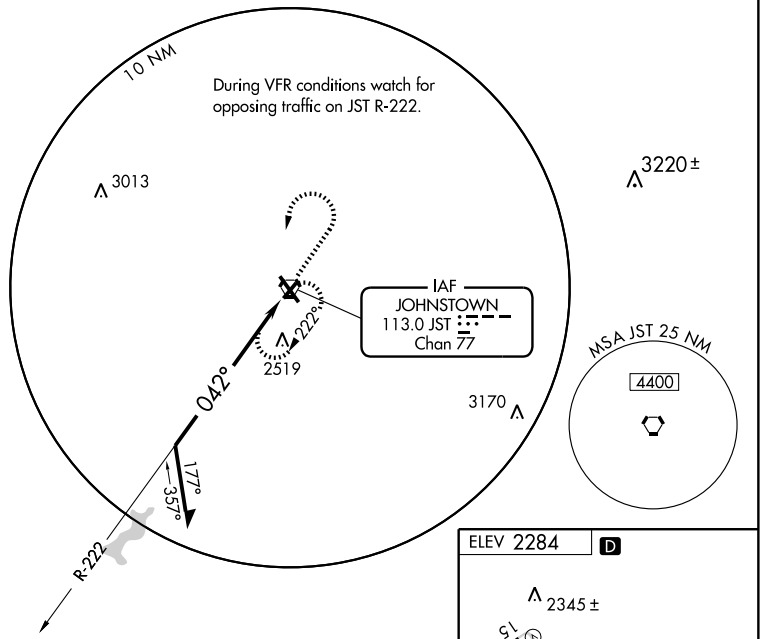
JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

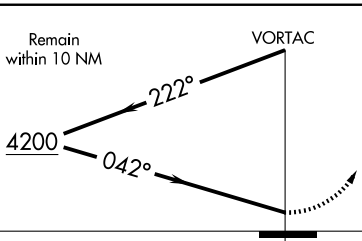
VOR RWY 5

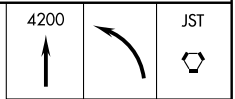
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

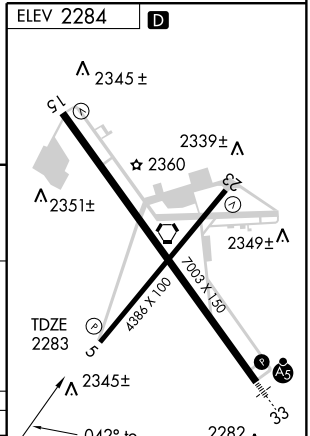
MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6









REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

CATEGORY	A	B	C	D
S-5	2880-1 597 (600-1)		2880-1½ 597 (600-1½)	2880-1¾ 597 (600-1¾)
CIRCLING	2880-1 596 (600-1)		2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

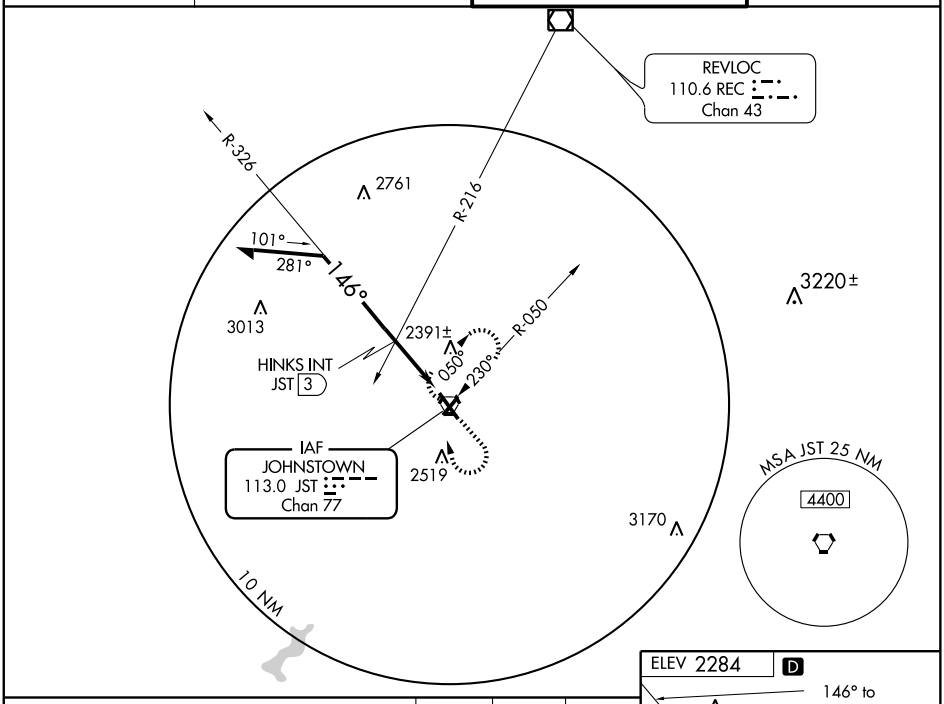
VORTAC JST	APP CRS	Rwy Idg	7003
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

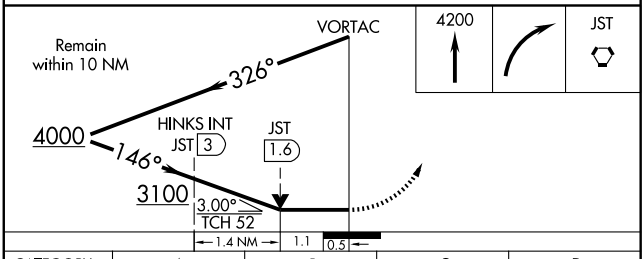
VOR RWY 15

JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

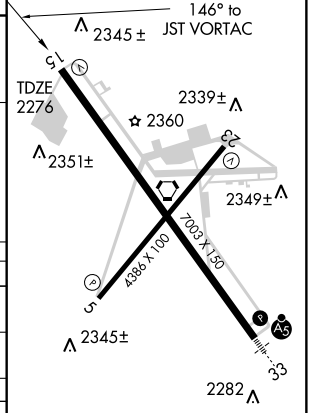
MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6





CATEGORY	A	B	C	D
S-15	3100-1 824 (900-1)	3100-1¼ 824 (900-1¼)	3100-2½ 824 (900-2½)	3100-2¾ 824 (900-2¾)
CIRCLING	3100-1 816 (900-1)	3100-1¼ 816 (900-1¼)	3100-2½ 816 (900-2½)	3100-2¾ 816 (900-2¾)
HINKS FIX MINIMUMS				
S-15	2660-1 384 (400-1)			2660-1¼ 384 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC JST	APP CRS	Rwy Idg	4386
113.0	230°	TDZE	2284
Chan 77		Apt Elev	2284

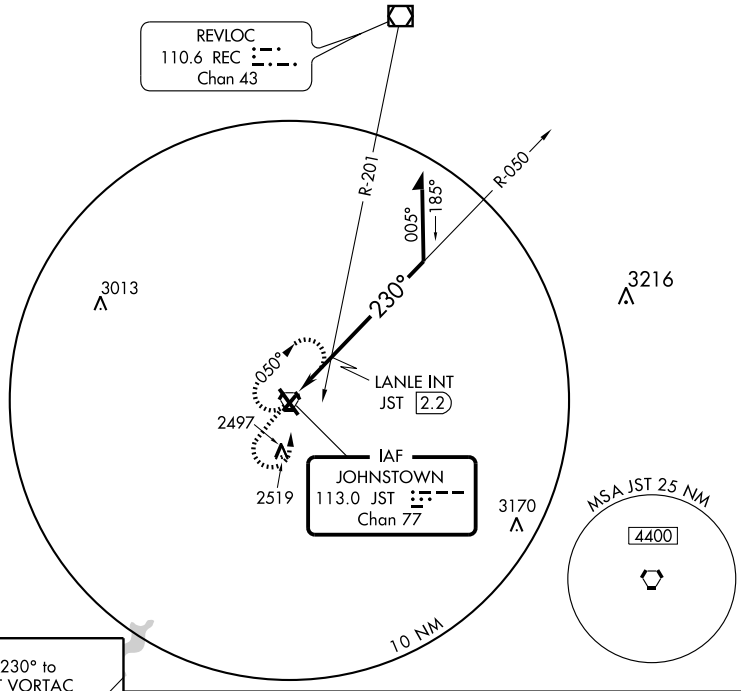
JOHNSTOWN /
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

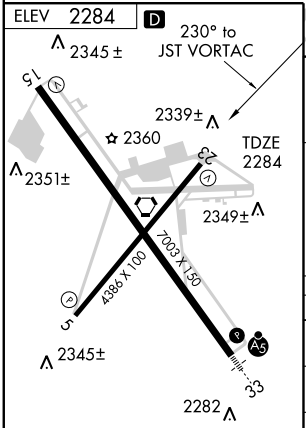
VOR RWY 23

Visibility reduction by helicopters NA.

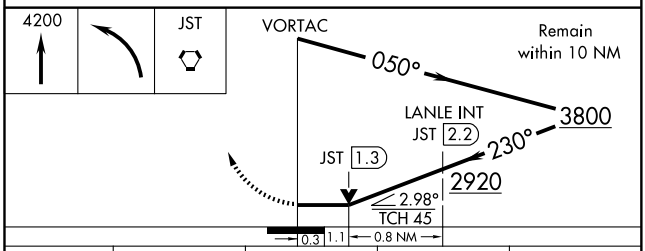
MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95



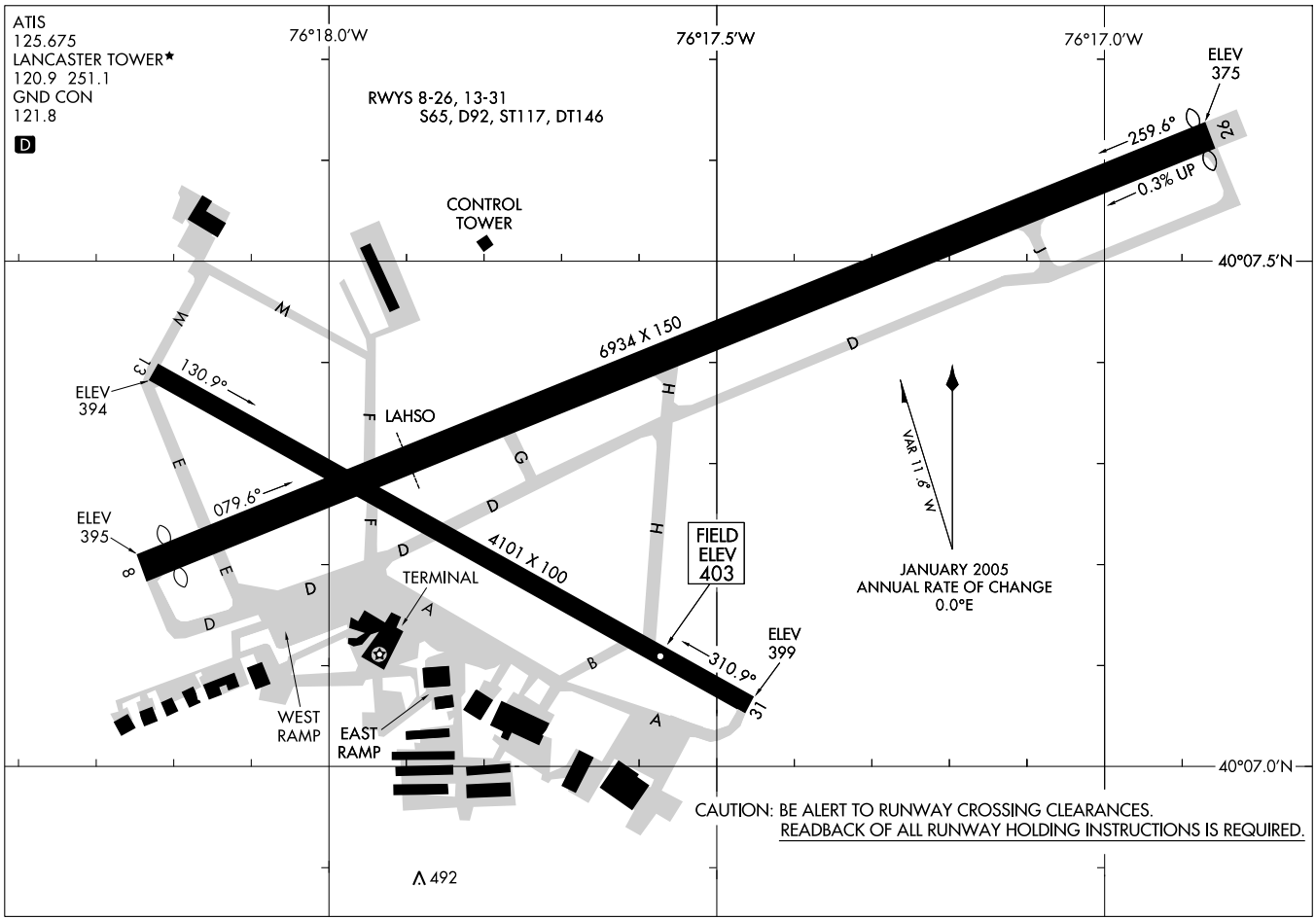


REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



CATEGORY	A	B	C	D
S-23	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
CIRCLING	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
LANLE FIX MINIMUMS				
S-23	2660-1 376 (400-1)			2660-1¼ 376 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010


ATIS
125.675
LANCASTER TOWER★
120.9 251.1
GND CON
121.8
D
76°18.0'W
76°17.5'W
76°17.0'W
RWYS 8-26, 13-31
S65, D92, ST117, DT146
ELEV
375
259.6°
26
0.3% UP
CONTROL
TOWER
40°07.5'N
6934 X 150
13
130.9°
ELEV
394
LAHSO
079.6°
ELEV
395
8
4101 X 100
FIELD
ELEV
403
VAR 11.6° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E
TERMINAL
ELEV
399
310.9°
31
WEST
RAMP
EAST
RAMP
40°07.0'N
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
492

ILS or LOC RWY 8

LANCASTER (LNS)

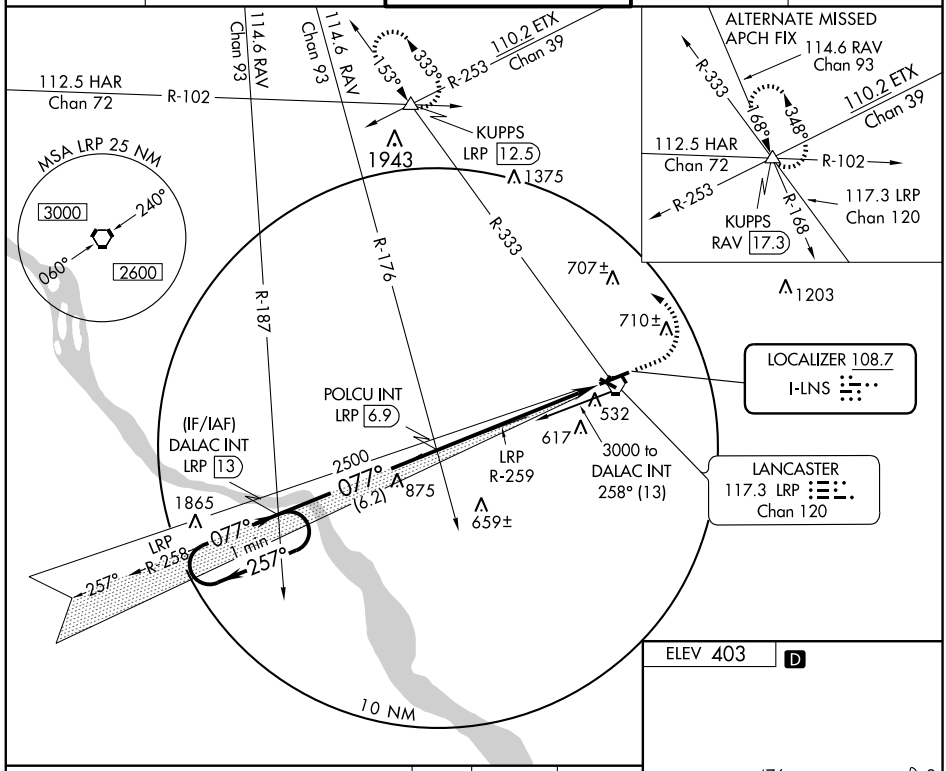
LOC I-LNS	APP CRS	Rwy Idg	6275
108.7	077°	TDZE	399
		Apt Elev	403

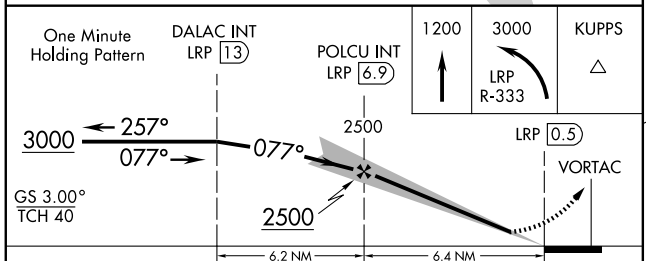
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cats C and D visibility ¼ mile.

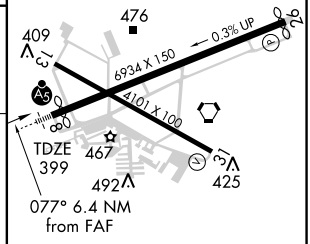
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 8	599-¾ 200 (200-¾)			
S-LOC 8	840-1 441 (500-1)		840-1¼ 441 (500-1¼)	840-1½ 441 (500-1½)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6275
CH 77915	077°	TDZE	399
W08A		Apt Elev	403

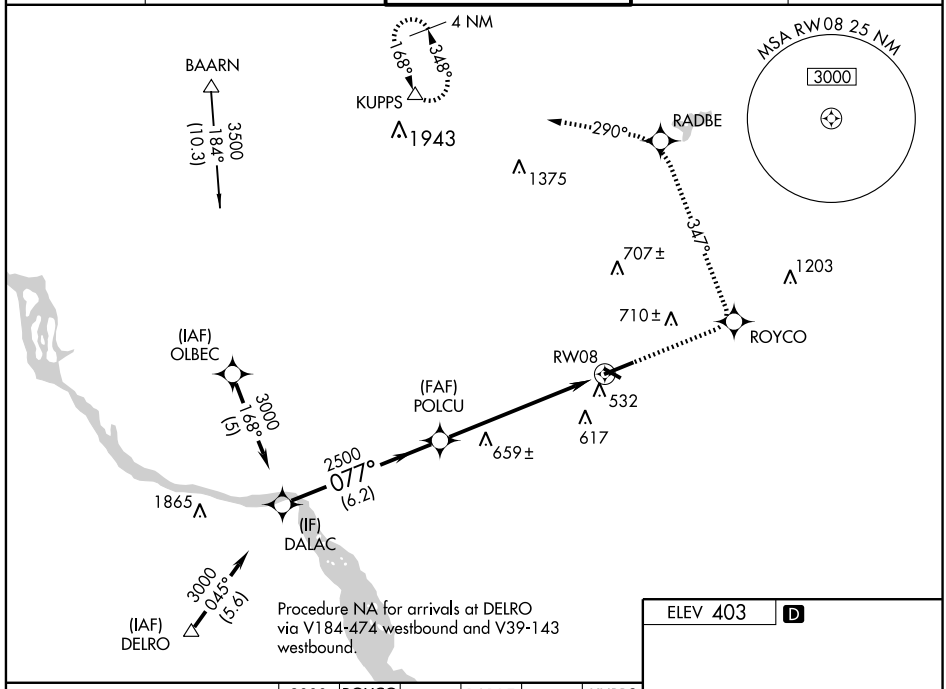
RNAV (GPS) RWY 8
LANCASTER (LNS)

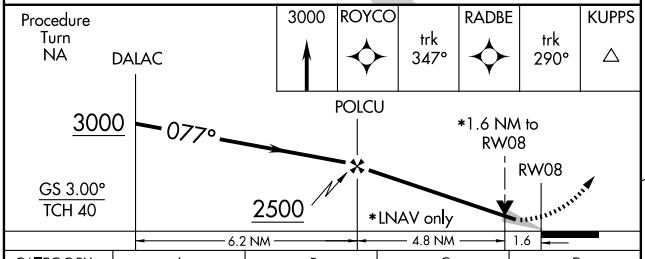
T A Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

MALSR A5

MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

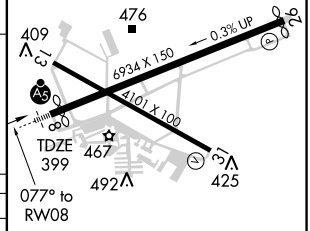
ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	649-1 250 (300-1)			
LNAV/VNAV DA	879-1¾ 480 (500-1¾)			
LNAV MDA	940-1 541 (600-1)		940-1½ 541 (600-1½)	940-1¾ 541 (600-1¾)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

ELEV 403 D



REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5775
257°	TDZE	387
	Apt Elev	403

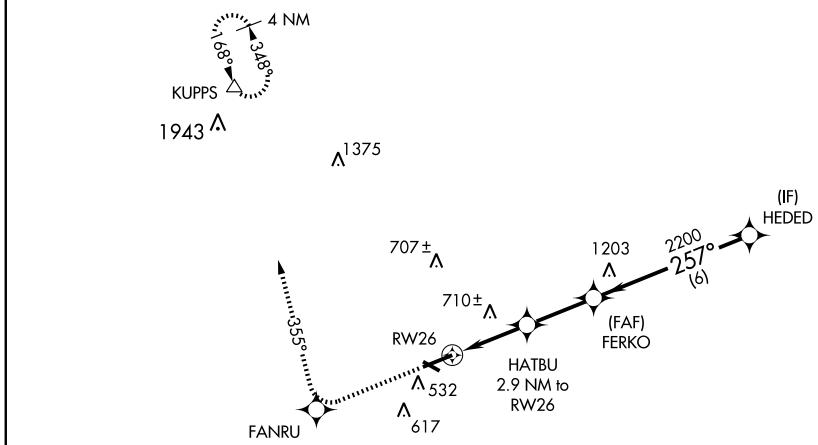
RNAV (GPS) RWY 26
LANCASTER (LNS)

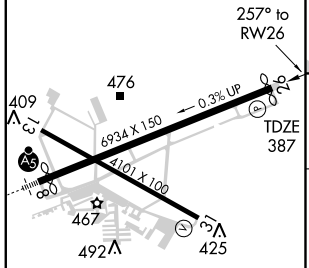
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct FANRU and right turn via 355° track to KUPPS and hold.

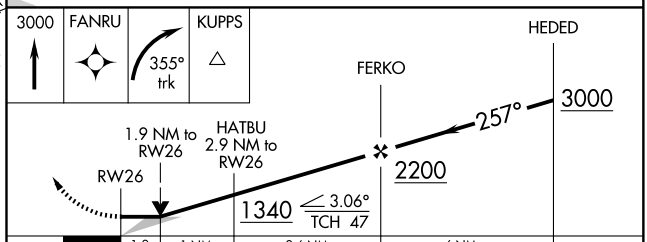
ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95

RADAR REQUIRED









CATEGORY	A	B	C	D
LNAV MDA	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4102
308°	TDZE	403
	Apt Elev	403

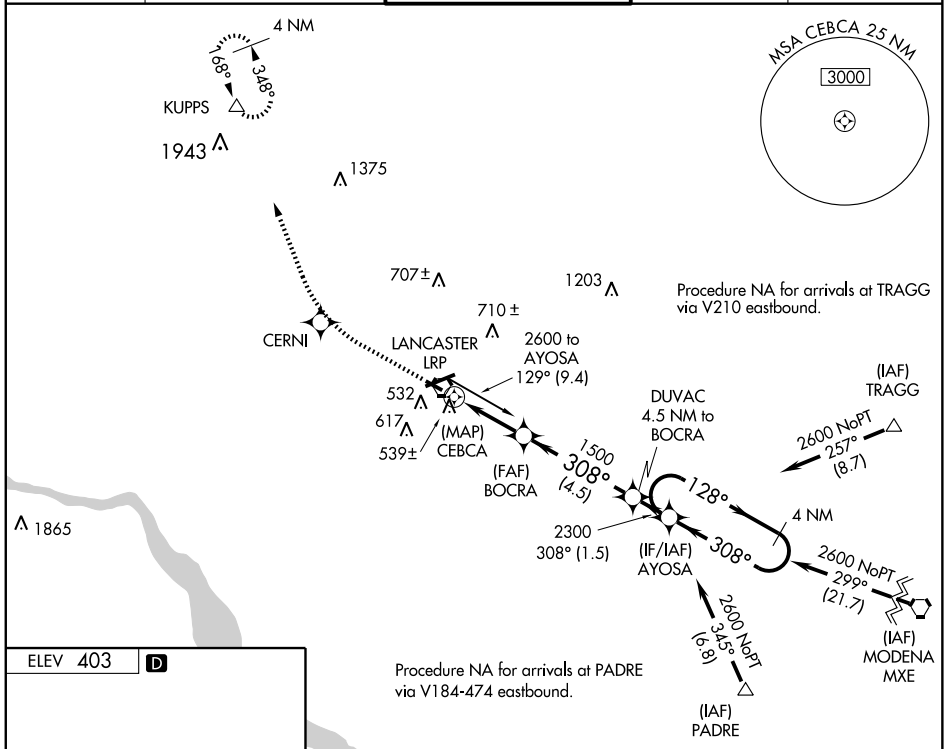
RNAV (GPS) RWY 31
LANCASTER (LNS)

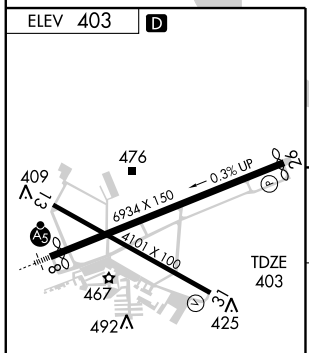
T
NA

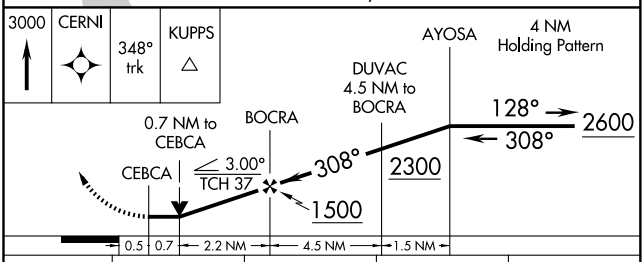
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.

ATIS	HARRISBURG APP CON		LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45	281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	800-1 397 (400-1)			800-1¼ 397 (400-1¼)
CIRCLING	920-1 517 (600-1)		920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC LRP	APP CRS	Rwy Idg	6275
117.3	090°	TDZE	399
Chan 120		Apt Elev	403

VOR/DME RWY 8

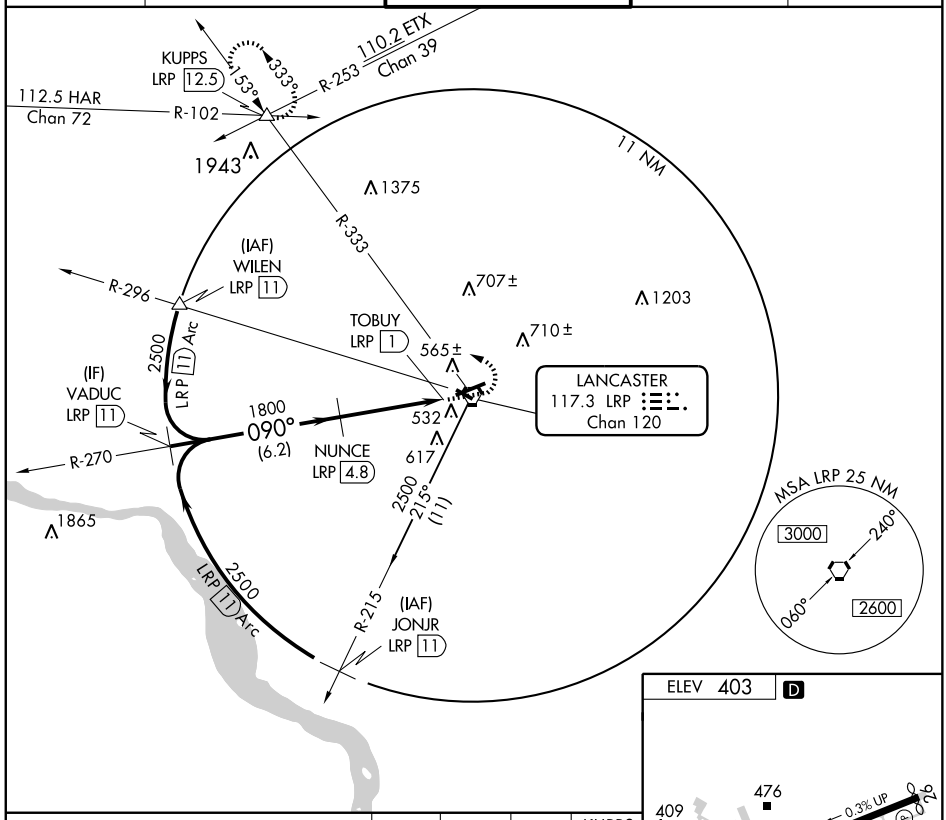
LANCASTER (LNS)

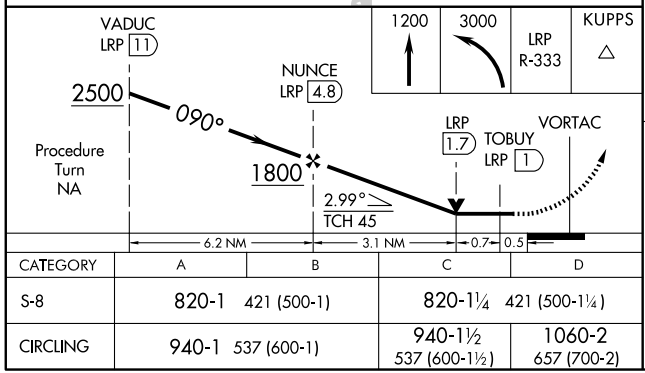
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility¼ mile.

MALSR

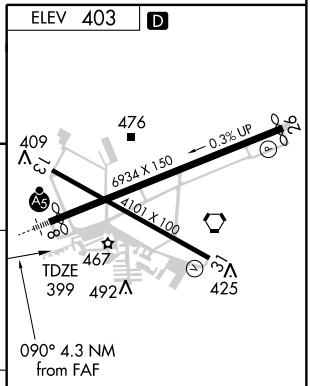
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95





CATEGORY	A	B	C	D
S-8	820-1 421 (500-1)		820-1¼ 421 (500-1¼)	
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)



REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC LRP	APP CRS	Rwy Idg	5775
117.3	247°	TDZE	387
Chan 120		Apt Elev	403

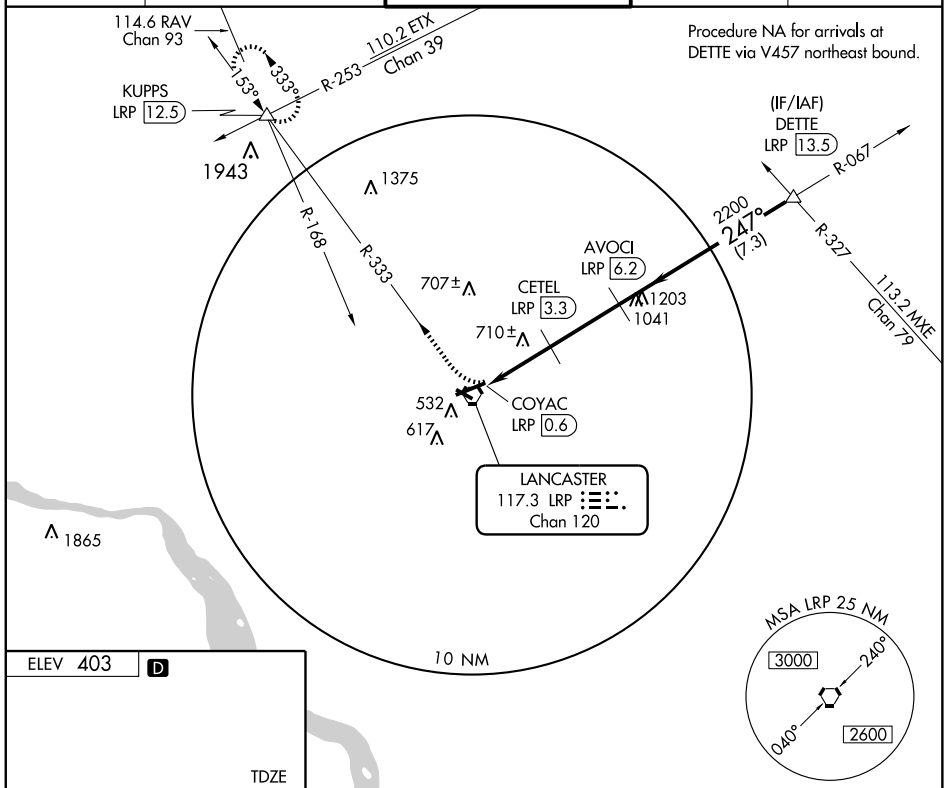
VOR/DME RWY 26
LANCASTER (LNS)

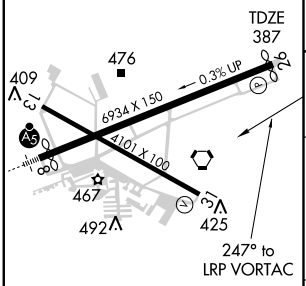
Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

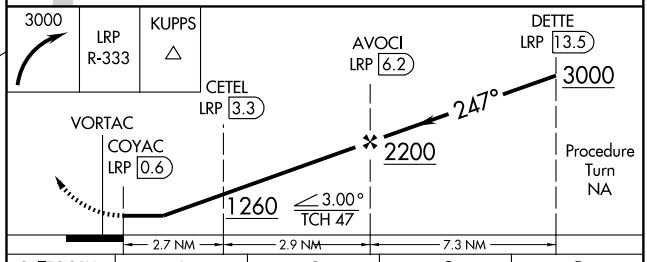
MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95

Procedure NA for arrivals at DETTE via V457 northeast bound.







CATEGORY	A	B	C	D
S-26	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 03 JUN 2010 to 01 JUL 2010

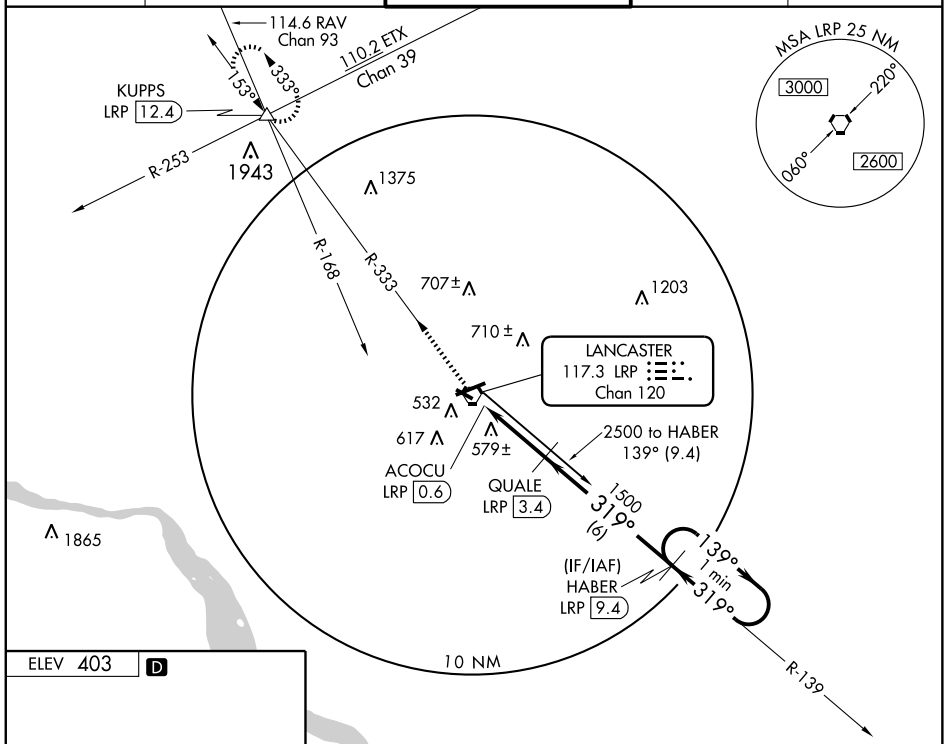
VORTAC LRP	APP CRS	Rwy Idg	4102
117.3	319°	TDZE	403
Chan 120		Apt Elev	403

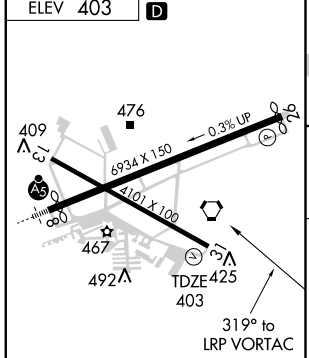
VOR/DME RWY 31
LANCASTER (LNS)

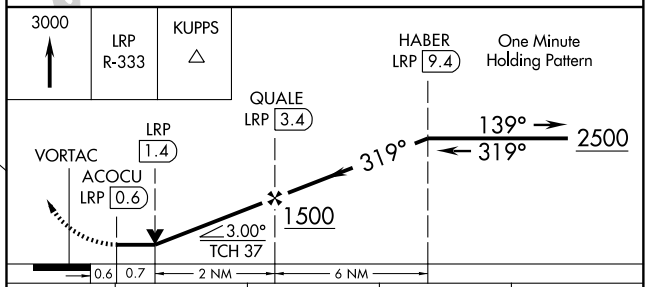
If local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS INT/LRP 12 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	840-1	437 (500-1)	840-1¼ 437 (500-1¼)	840-1½ 437 (500-1½)
CIRCLING	920-1	517 (600-1)	920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC LRP	APP CRS	Rwy Idg 6275
117.3	090°	TDZE 399
Chan 120		Apt Elev 403

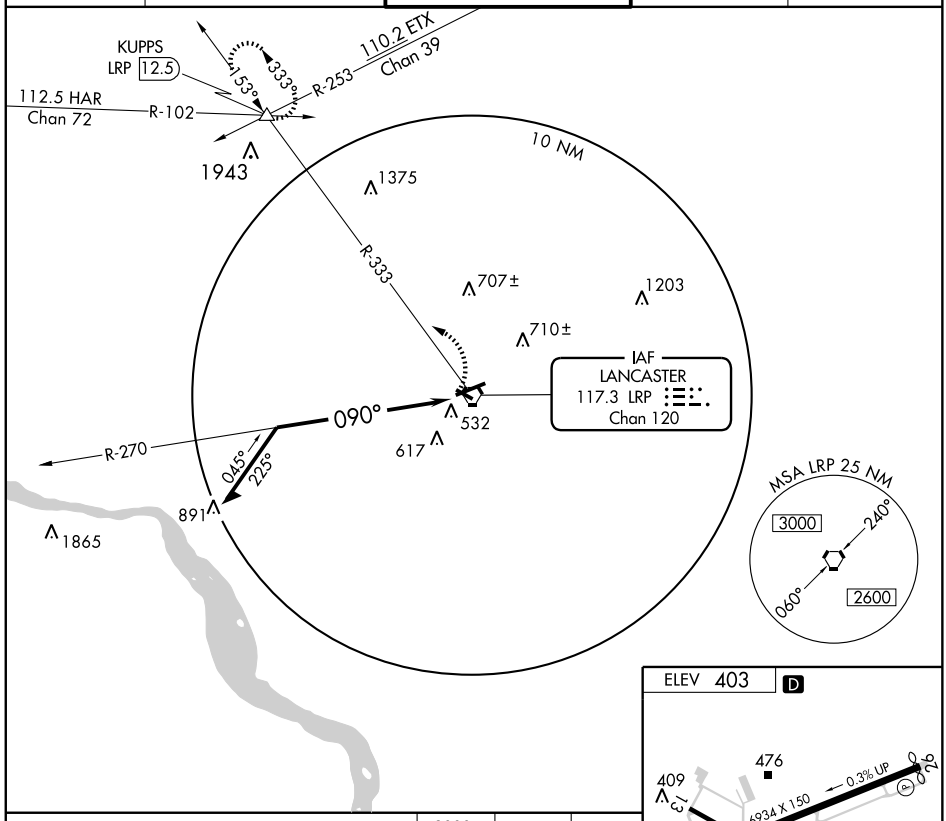
VOR RWY 8
LANCASTER (LNS)

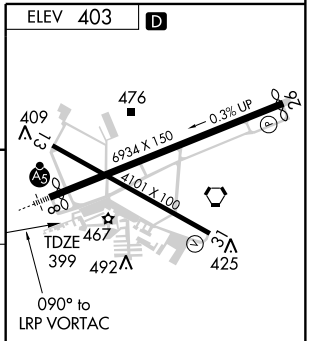
Inoperative table does not apply.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

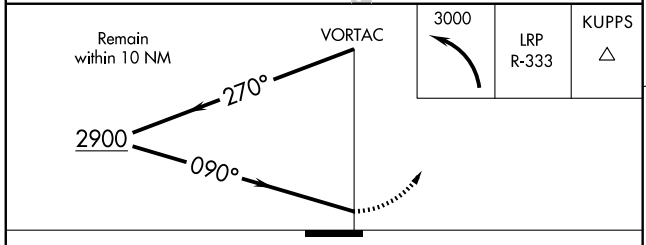
MALSR

MISSED APPROACH: Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3 1001 (1000-3)	
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3 997 (1000-3)	

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

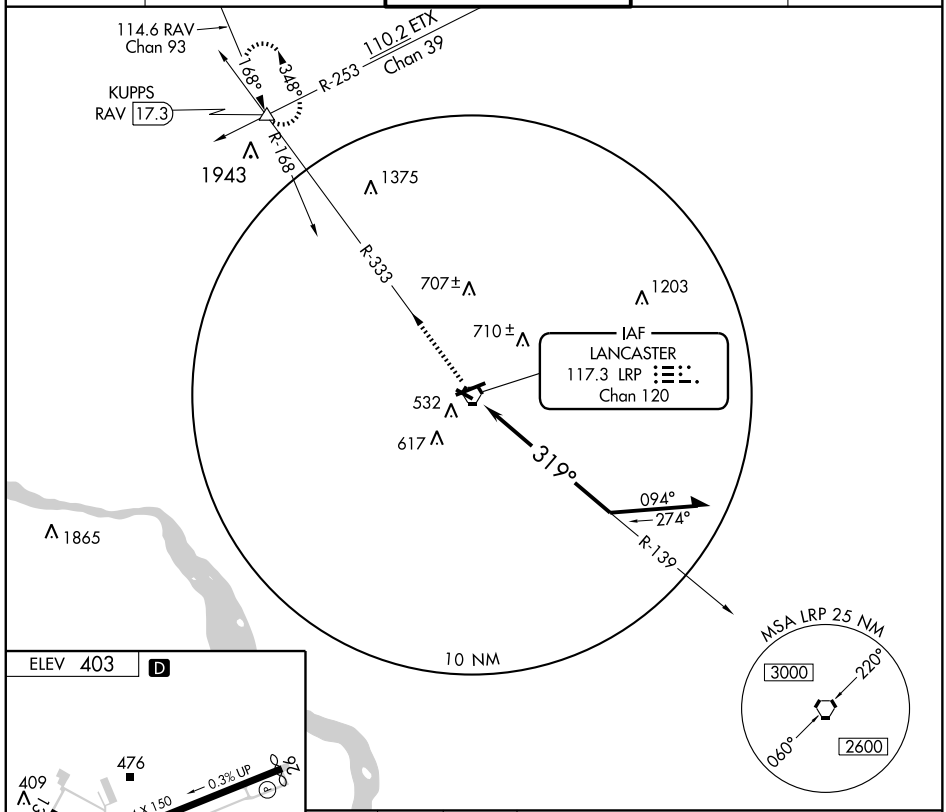
NE-4. 03 JUN 2010 to 01 JUL 2010

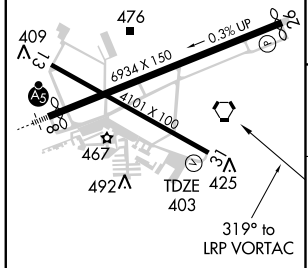
VORTAC LRP	APP CRS	Rwy Idg 4102
117.3	319°	TDZE 403
Chan 120		Apt Elev 403

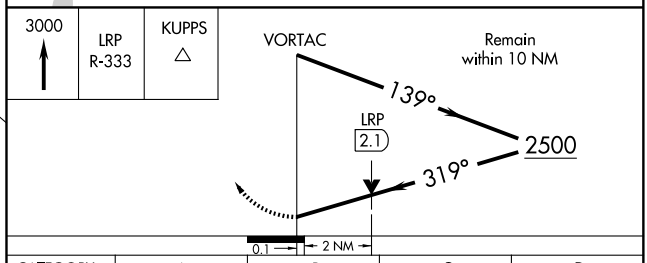
VOR RWY 31
LANCASTER (LNS)

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	1060-1	657 (700-1)	1060-1¾ 657 (700-1¾)	1060-2 657 (700-2)
CIRCLING	1060-1	657 (700-1)	1060-1¾ 657 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

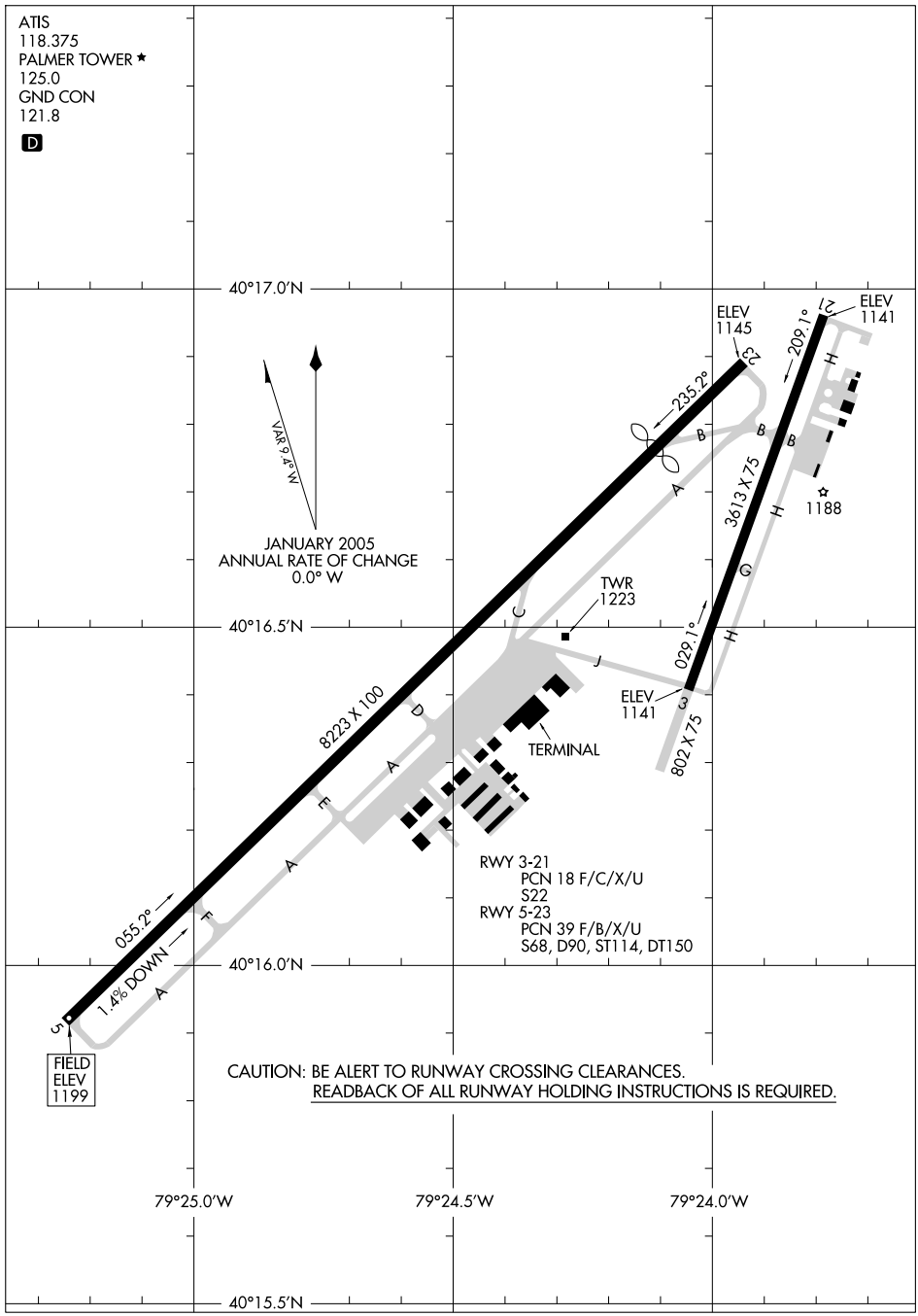
NE-4. 03 JUN 2010 to 01 JUL 2010

10098

AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE/ ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA

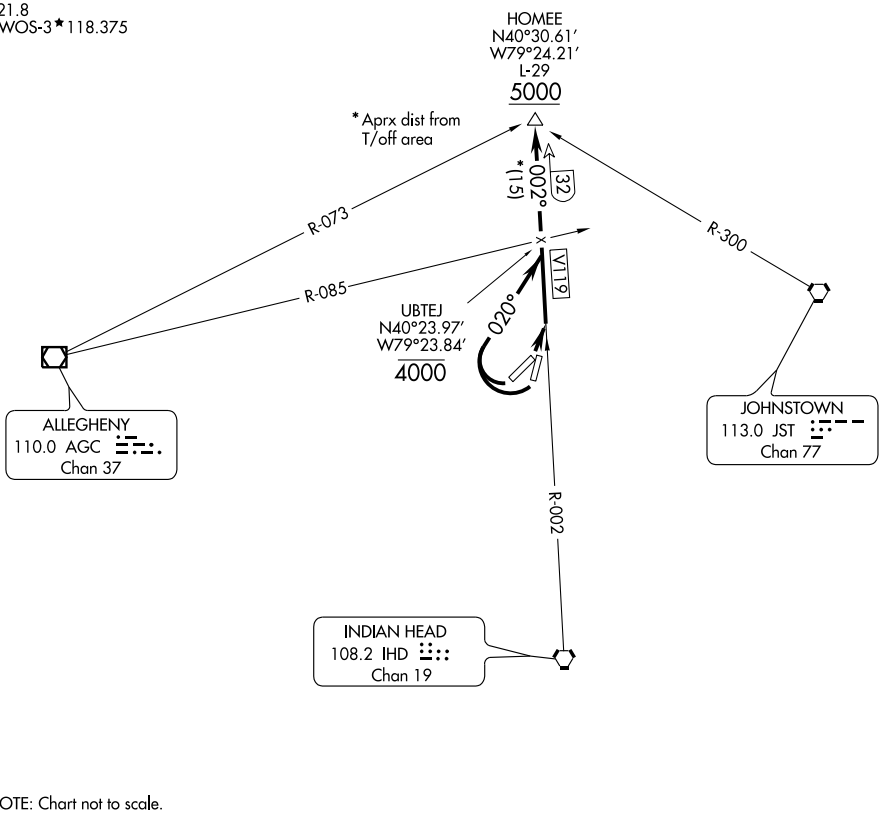


NE-4, 03 JUN 2010 to 01 JUL 2010

HOMEE TWO DEPARTURE

SL-5125 (FAA)

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER*
125.0 (CTAF)
GND CON
121.8
AWOS-3*118.375



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002. Thence

TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002. Thence

. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000′. Cross HOMEE INT at or above 5000′. Thence via (assigned route).

LOC I-LBE	APP CRS	Rwy Idg	7373
110.9	233°	TDZE	1145
		Apt Elev	1199

ILS or LOC RWY 23

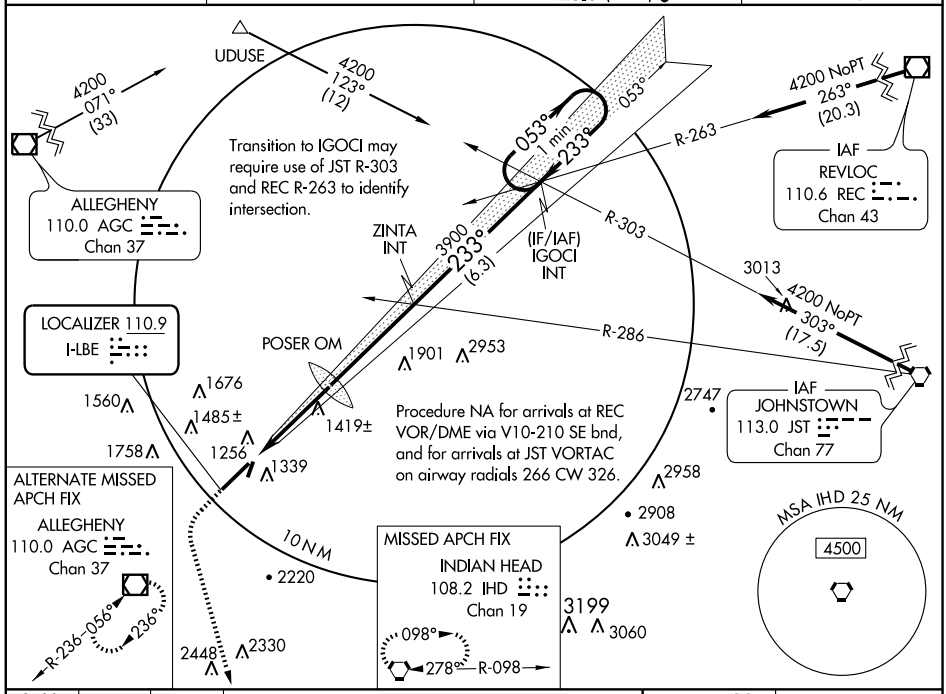
LATROBE/ARNOLD PALMER RGNL (LBE)

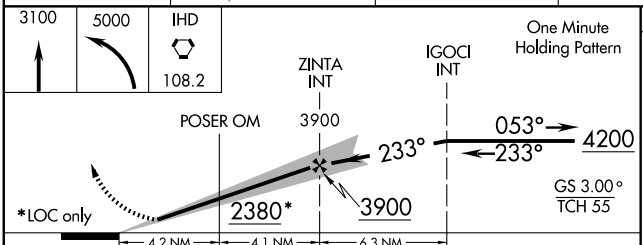
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409′, and all MDAs 80′. Circling to Rwy 3 NA at night.

MALSR

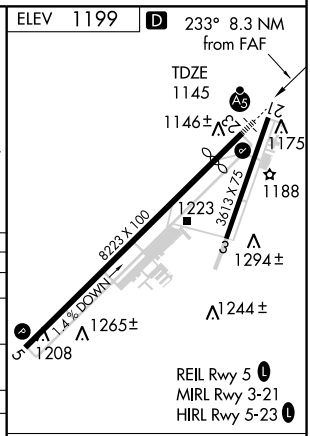
MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8





CATEGORY	A	B	C	D
S-ILS 23	1345-½ 200 (200-½)			
S-LOC 23	2380-1¼ 1235 (1200-1¼)		2380-2½ 1235 (1200-2½)	
CIRCLING	2380-1¼ 1181 (1200-1¼)	2380-1½ 1181 (1200-1½)	2380-3 1181 (1200-3)	
POSER OM MINIMUMS				
S-LOC 23	1680-½ 535 (500-½)		1680-1 535 (500-1)	1680-1¼ 535 (500-1¼)
CIRCLING	1720-1 521 (600-1)		1780-1½ 581 (600-1½)	1800-2 601 (700-2)



FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4, 03 JUN 2010 to 01 JUL 2010

NDB BHU	APP CRS	Rwy Idg	7373
382	233°	TDZE	1145
		Apt Elev	1199

NDB RWY 23

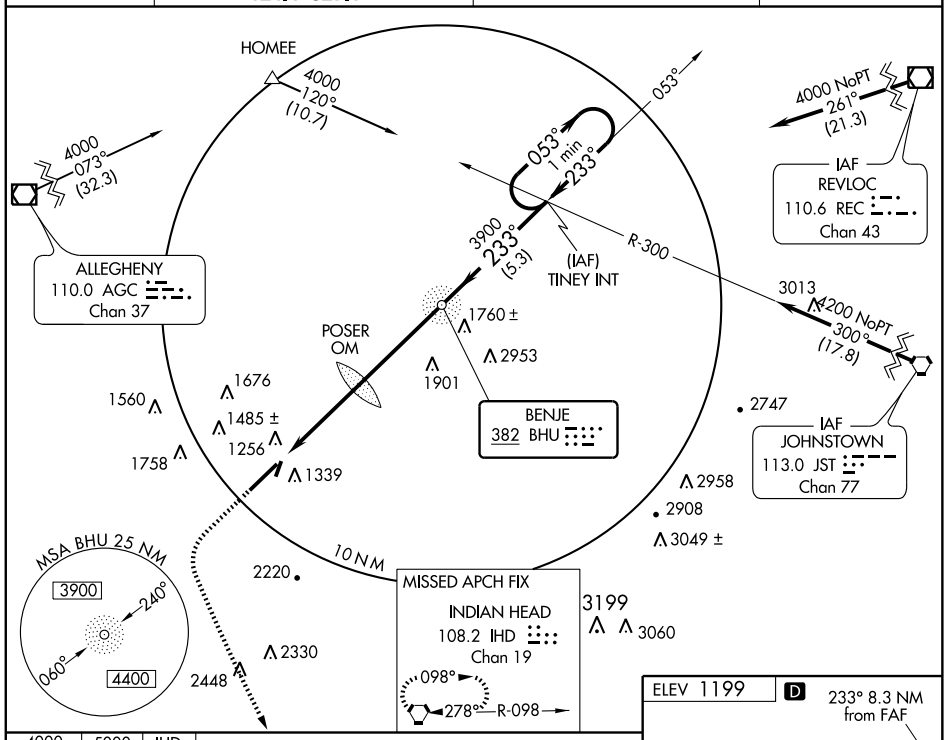
LATROBE/ ARNOLD PALMER RGNL (LBE)

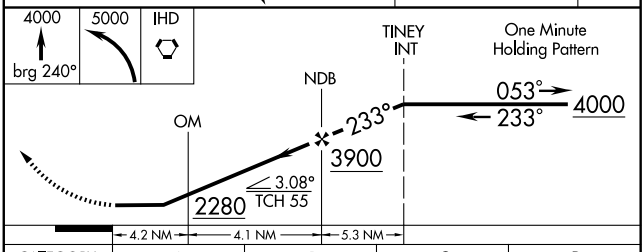
Circling not authorized SE of Rwy 3-21.
Circling not authorized to Rwy 3 at night.
Inoperative table does not apply.

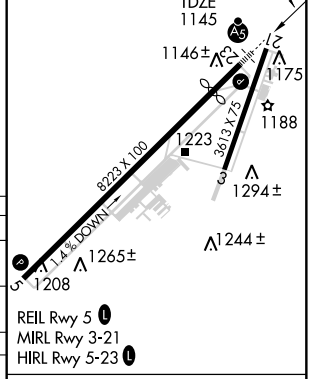
MALSR

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8







REIL Rwy 5 L
MIRL Rwy 3-21
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-23	2280-1¼ 1135 (1100-1¼)	2280-1½ 1135 (1100-1½)	2280-3 1135 (1100-3)	
CIRCLING	2280-1¼ 1081 (1100-1¼)	2280-1½ 1081 (1100-1½)	2280-3 1081 (1100-3)	
OM MINIMUMS				
S-23	2000-1 855 (900-1)	2000-1¼ 855 (900-1¼)	2000-2½ 855 (900-2½)	2000-2¾ 855 (900-2¾)
CIRCLING	2000-1 801 (900-1)	2000-1¼ 801 (900-1¼)	2000-2½ 801 (900-2½)	2000-2¾ 801 (900-2¾)

FAF to MAP 8.3 NM

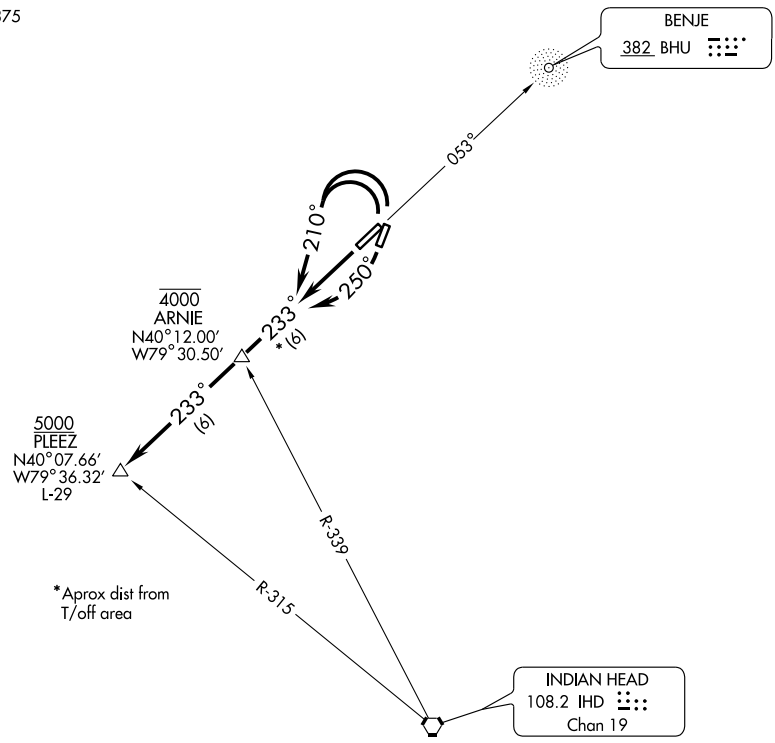
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4. 03 JUN 2010 to 01 JUL 2010

PLEEZ TWO DEPARTURE

SL-5125 (FAA)

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER★
125.0 (CTAF)
GND CON
121.8
AWOS-3★118.375



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence
TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence
TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence
. . . . Via BHU 233° bearing to PLEEZ INT.
Cross ARNIE INT at or below 4000′.
Cross PLEEZ INT at or above 5000′. Thence via (assigned route).

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8223
053°	TDZE	1199
	Apt Elev	1199

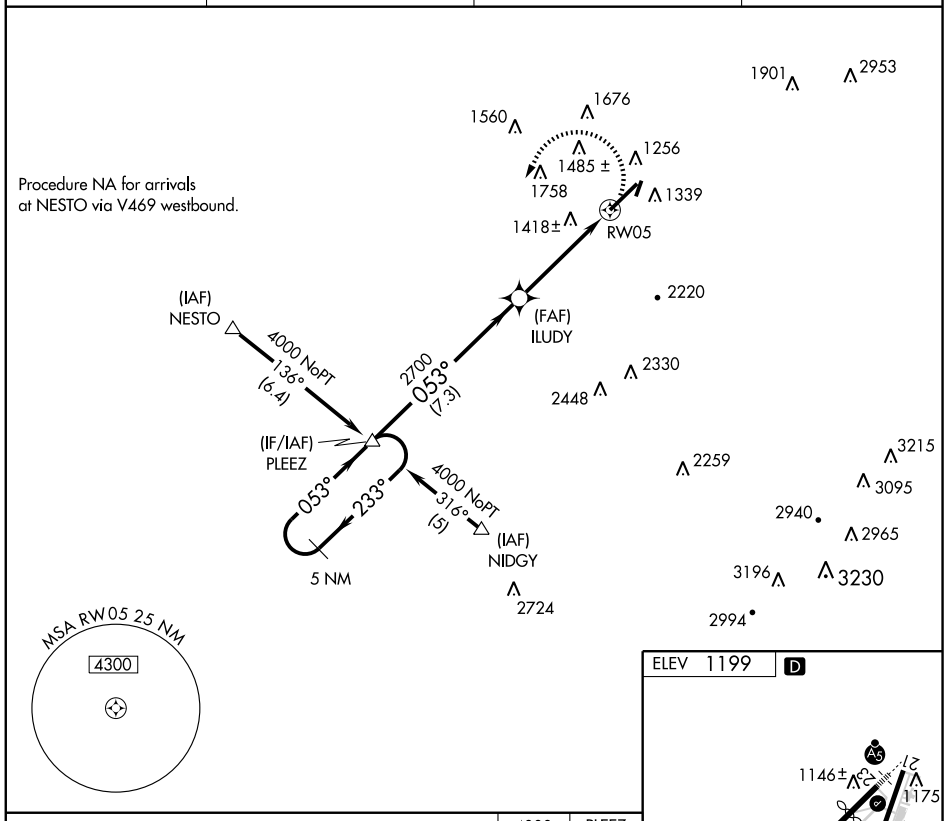
RNAV (GPS) RWY 5

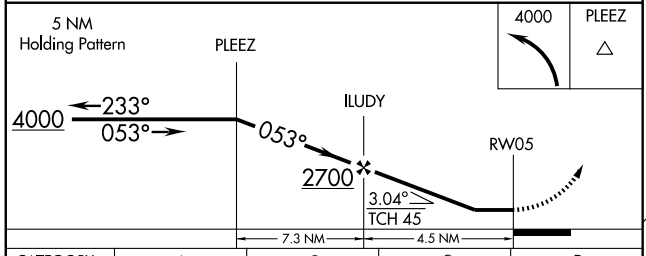
LATROBE/ARNOLD PALMER RGNL (LBE)

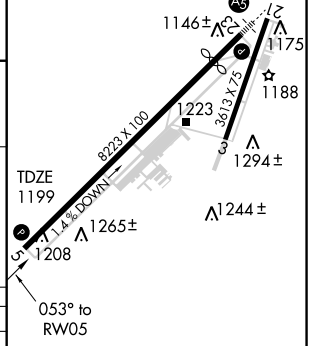
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8







CATEGORY	A	B	C	D
LNAV MDA	1680 - 1	481 (500-1)	1680 - 1¼ 481 (500-1¼)	1680 - 1½ 481 (500-1½)
CIRCLING	1720 - 1	521 (600-1)	1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH 70499 W23A	APP CRS 233°	Rwy Idg 7373 TDZE 1145 Apt Elev 1199

RNAV (GPS) RWY 23

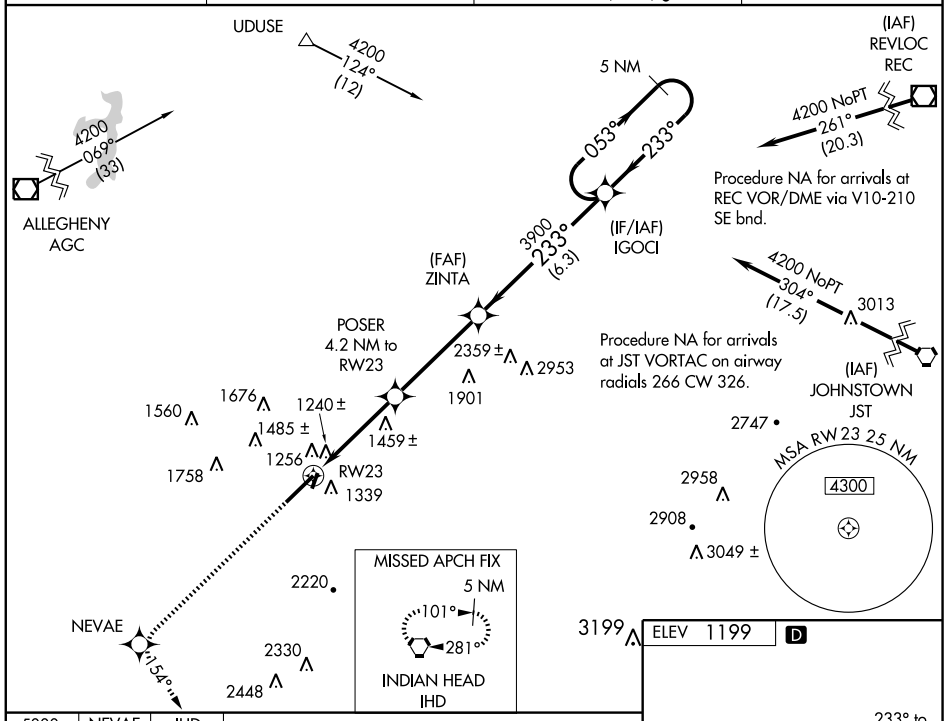
LATROBE/ARNOLD PALMER RGNL (LBE)

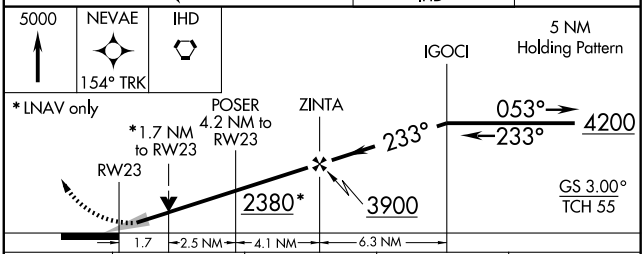
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.
For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).
If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'.
Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

MALSR

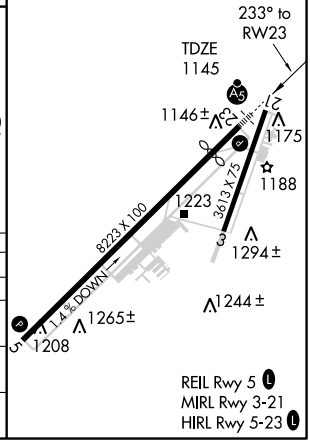
MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8





CATEGORY	A	B	C	D
LPV DA	1420 - ½ 275 (300-½)			
LNAV/VNAV DA	1544 - 1 399 (400-1)			
LNAV MDA	1720 - ½ 575 (600-½)		1720 - 1 575 (600-1)	1720 - 1¼ 575 (600-1¼)
CIRCLING	1720 - 1 521 (600-1)		1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)



NE-4. 03 JUN 2010 to 01 JUL 2010

LQX NDB	APP CRS	Rwy Idg	3000
339	070°	TDZE	534
		Apt Elev	534

NDB RWY 8

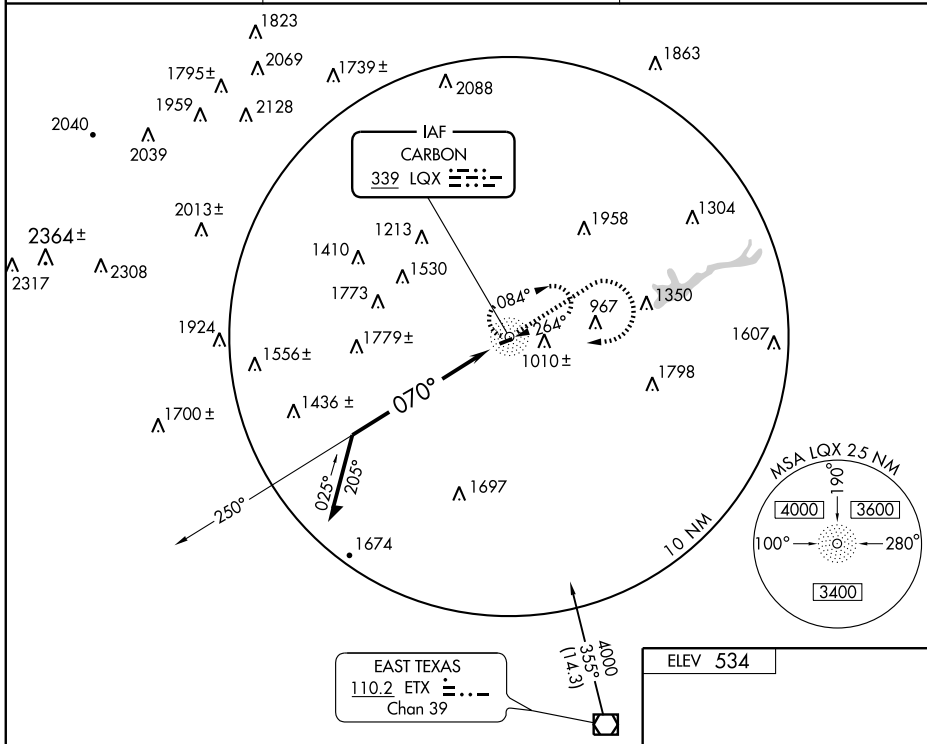
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

T
NA

Use Allentown/Lehigh Valley Intl altimeter setting.

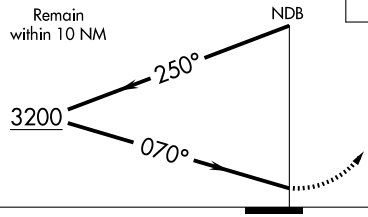
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

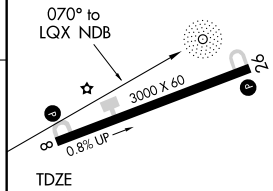
ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L



ELEV 534

2500	4000	LQX
		339





CATEGORY	A	B	C	D
S-8	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	
CIRCLING	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 03 JUN 2010 to 01 JUL 2010

LQX NDB	APP CRS	Rwy ldg	3000
339	264°	TDZE	534
		Apt Elev	534

NDB RWY 26

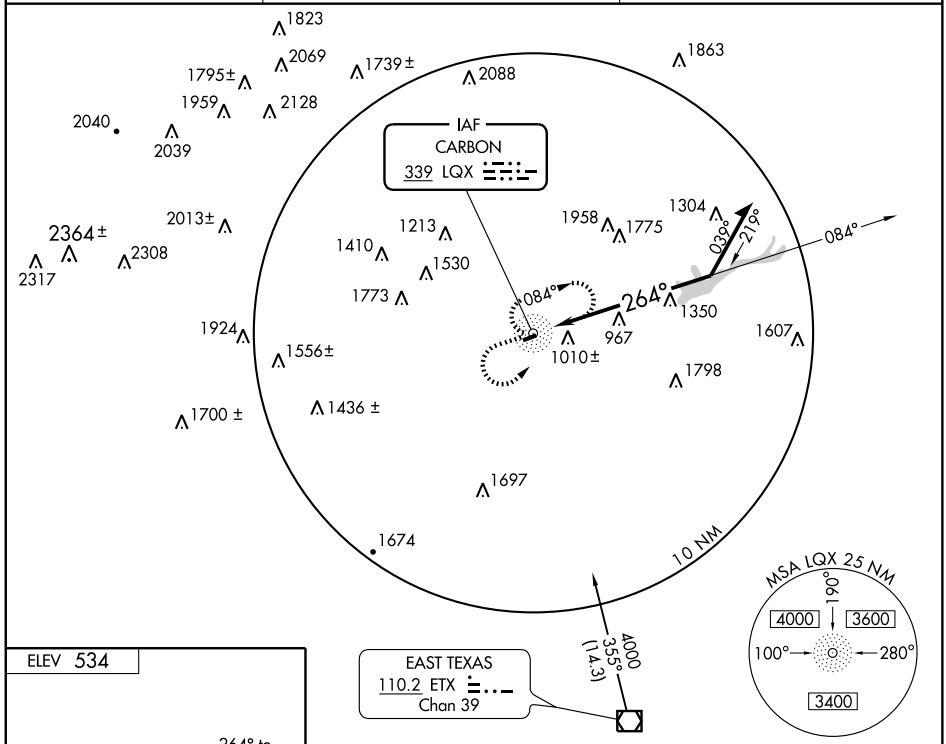
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

NA

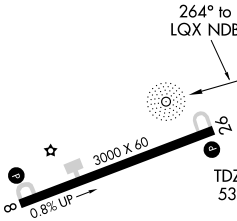
Use Allentown/Lehigh Valley Intl altimeter setting.

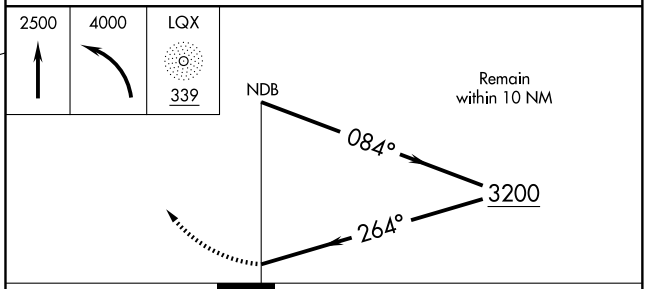
MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L



ELEV 534





CATEGORY	A	B	C	D
S-26	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	
CIRCLING	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3000
081°	TDZE	534
	Apt Elev	534

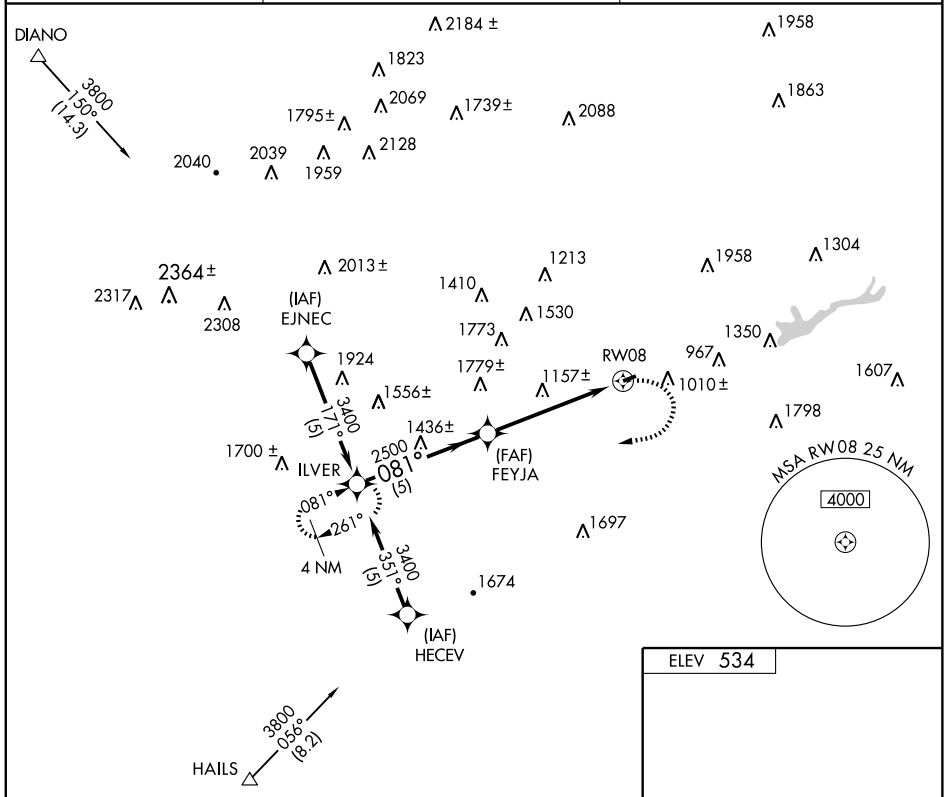
RNAV (GPS) RWY 8

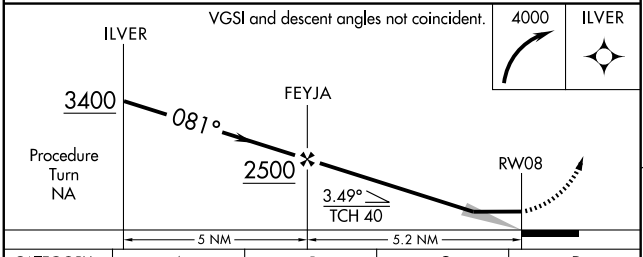
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

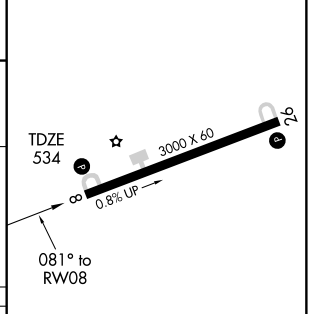
MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	
CIRCLING	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3000
261°	TDZE	534
	Apt Elev	534

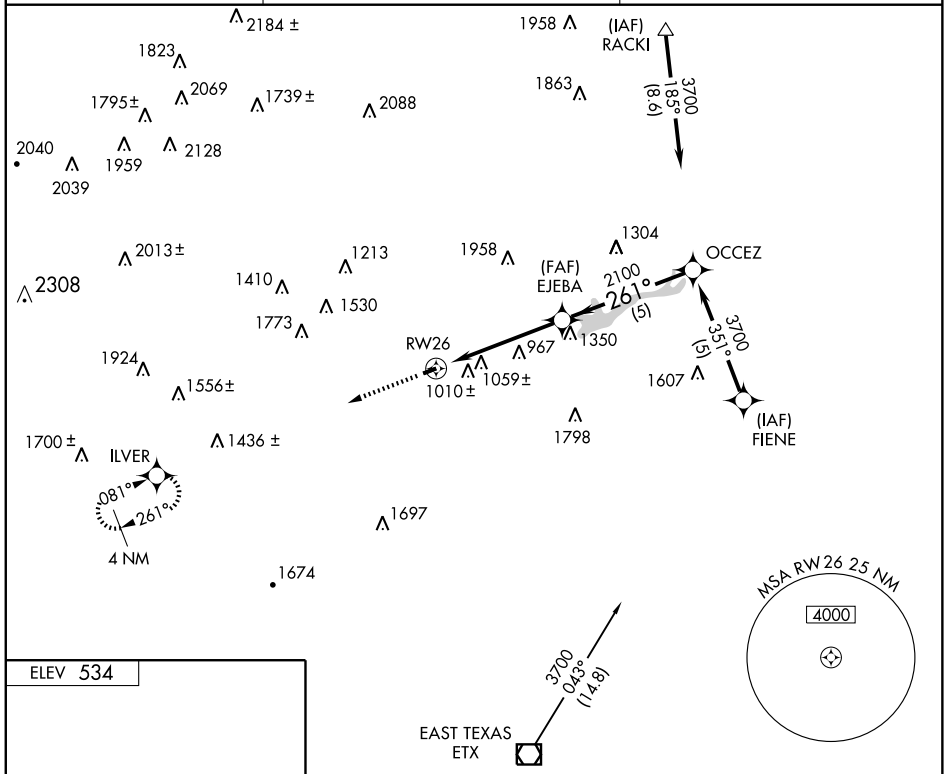
RNAV (GPS) RWY 26

LEHIGHTON / JAKE ARNER MEMORIAL (22N)

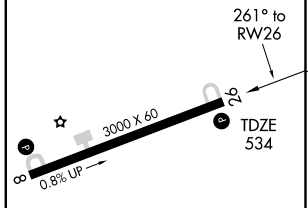
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct ILVER WP and hold.

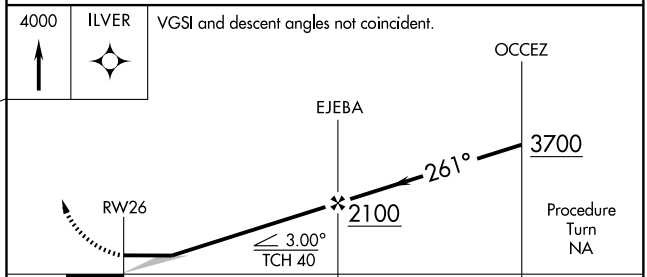
ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L



ELEV 534



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)	NA	
CIRCLING	1520-1¼ 986 (1000-1¼)	1520-1½ 986 (1000-1½)	NA	

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
259°	TDZE	N/A
	Apt Elev	556

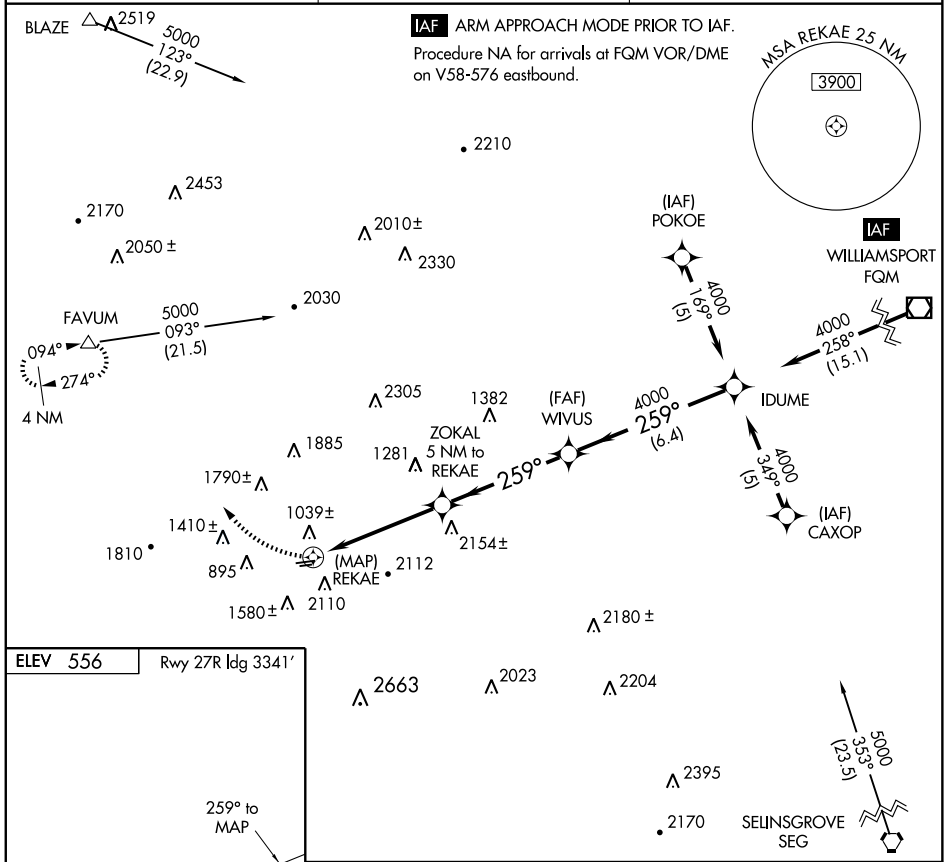
RNAV (GPS)-A

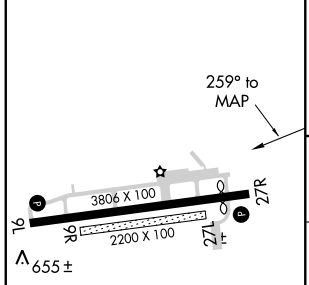
LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

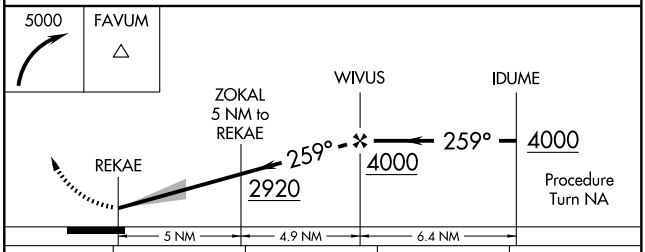
Use Williamsport Rgnl altimeter setting.
Circling NA south of Rwy 09-27. Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

WILLIAMSPORT ASOS	NEW YORK CENTER	UNICOM
125.225	134.8 338.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1384 (1400-1¼)	1940-1½ 1384 (1400-1½)	2000-3 1444 (1500-3)	NA

REIL Rwys 9L and 27R
MIRL Rwy 9L-27R L

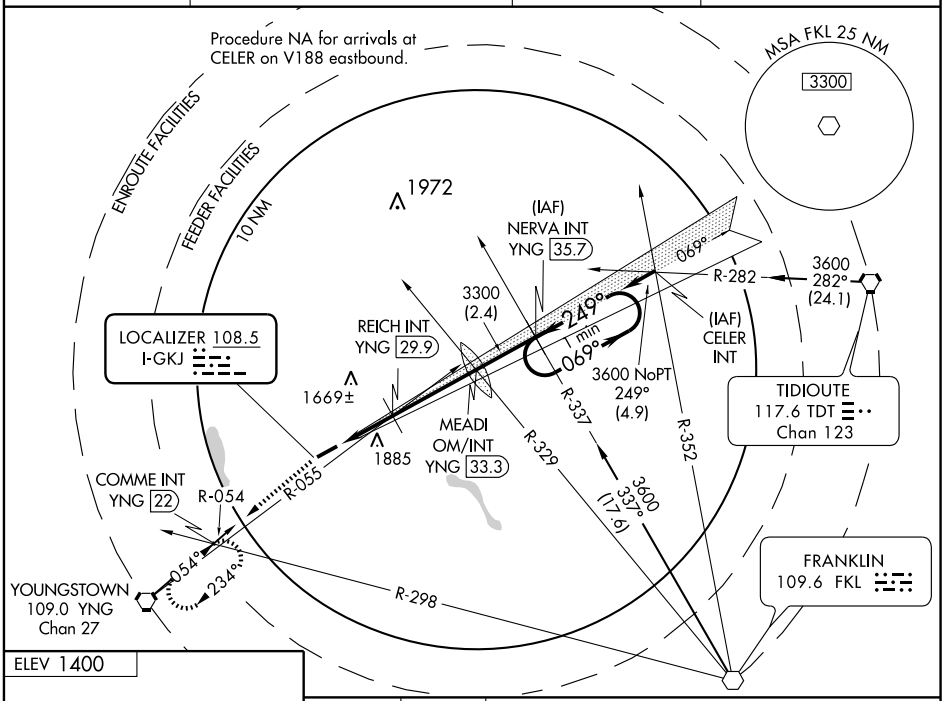
LOC I-GKJ	APP CRS	Rwy Idg	5001
108.5	249°	TDZE	1400
		Apt Elev	1400

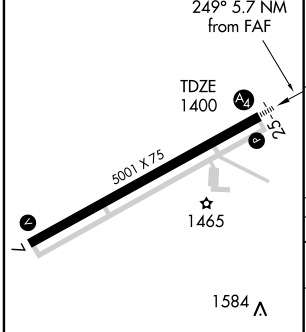
LOC RWY 25

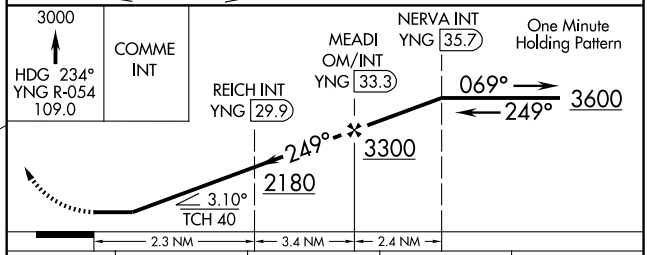
MEADVILLE / PORT MEADVILLE (GKJ)

▼ NA Inoperative table does not apply.	MALS	MISSED APPROACH: Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L







MIRL Rwy 7-25 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-25	2180-1 780 (800-1)	2180-1¼ 780 (800-1¼)	2180-2¼ 780 (800-2¼)	2180-2½ 780 (800-2½)
CIRCLING	2180-1 780 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)
REICH FIX MINIMUMS				
S-25	1780-1 380 (400-1)			1780-1¼ 380 (400-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 03 JUN 2010 to 01 JUL 2010

MEADVILLE, PENNSYLVANIA AL-5560 (FAA)

APP CRS	Rwy Idg	5001
069°	TDZE	1400
	Apt Elev	1400

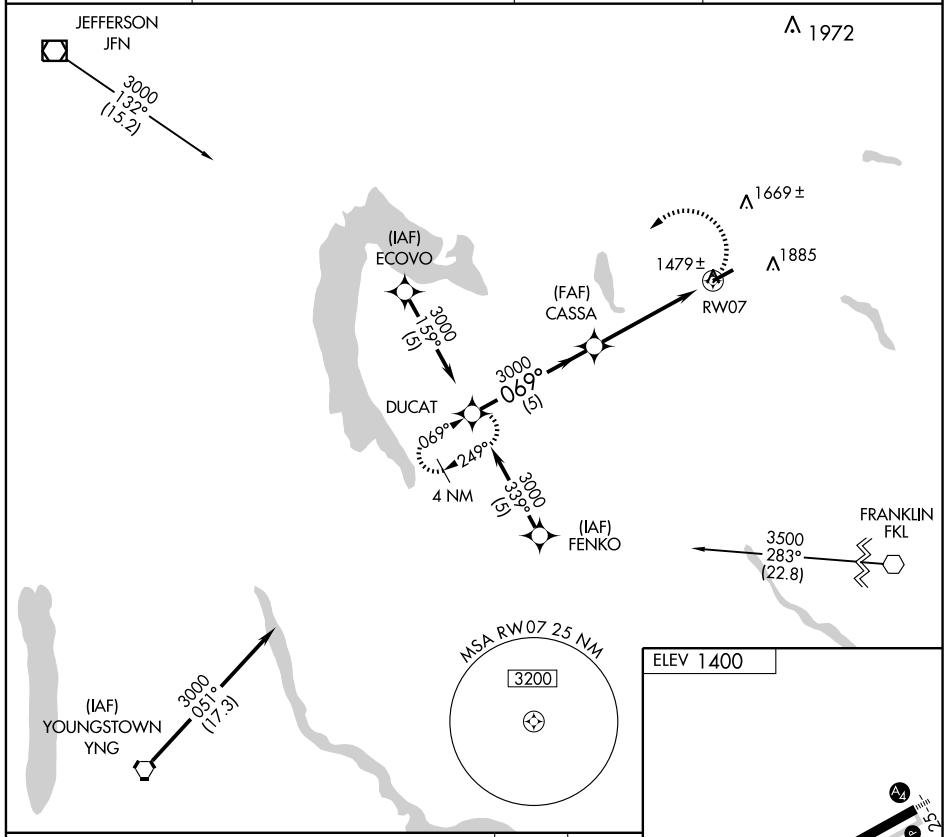
RNAV (GPS) RWY 7

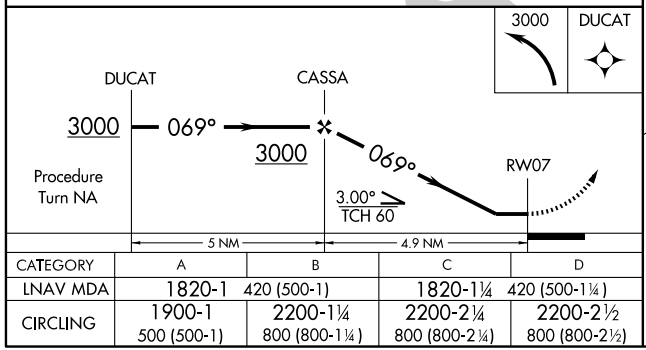
MEADVILLE / PORT MEADVILLE (GKJ)

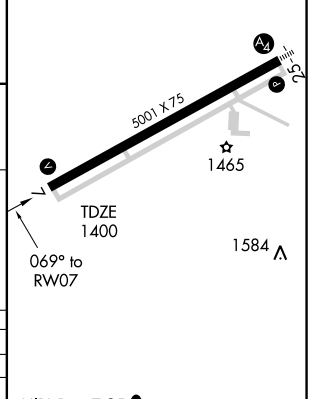
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1	420 (500-1)	1820-1¼	420 (500-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

MIRL Rwy 7-25 L

NE-4. 03 JUN 2010 to 01 JUL 2010

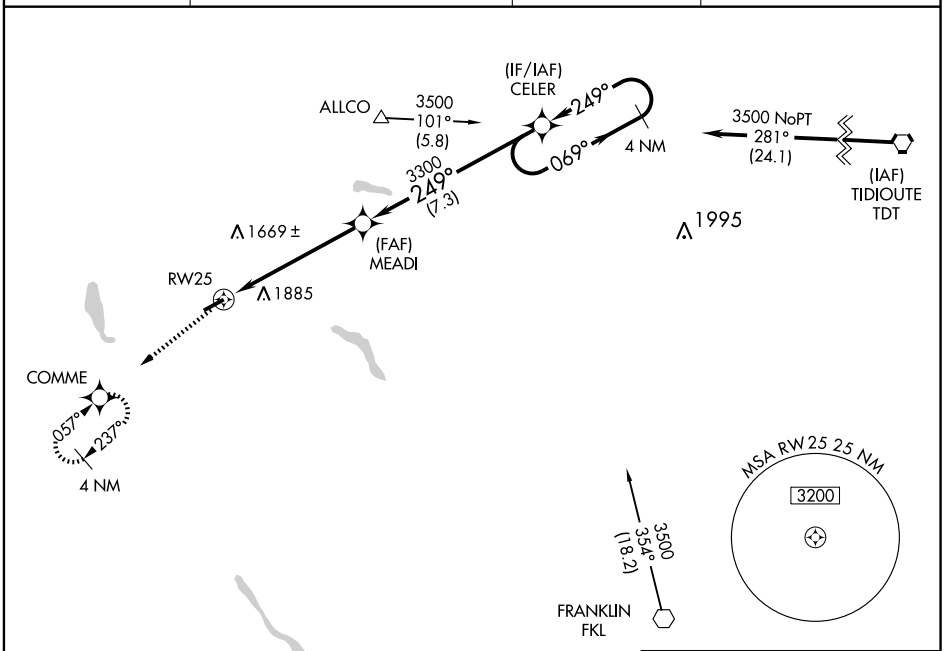
APP CRS	Rwy Idg	5001
249°	TDZE	1400
	Apt Elev	1400

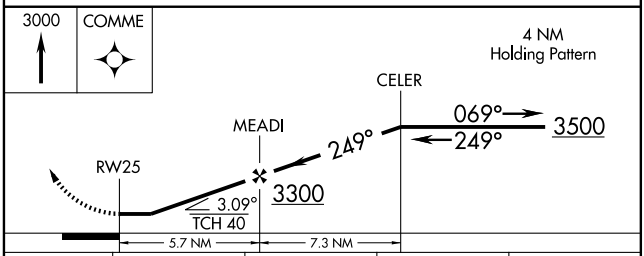
RNAV (GPS) RWY 25

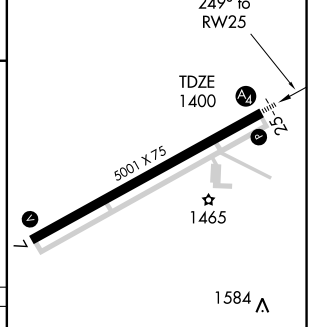
MEADVILLE / PORT MEADVILLE (GKJ)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALS	MISSED APPROACH: Climb to 3000 direct COMME WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	2140-1 740 (800-1)		2140-2 740 (800-2)	2140-2¼ 740 (800-2¼)
CIRCLING	2140-1 740 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

MIRL Rwy 7-25

NE-4. 03 JUN 2010 to 01 JUL 2010

MEADVILLE, PENNSYLVANIA AL-5560 (FAA)

VORTAC YNG	APP CRS	Rwy Idg	5001
109.0	054°	TDZE	1400
Chan 27		Apt Elev	1400

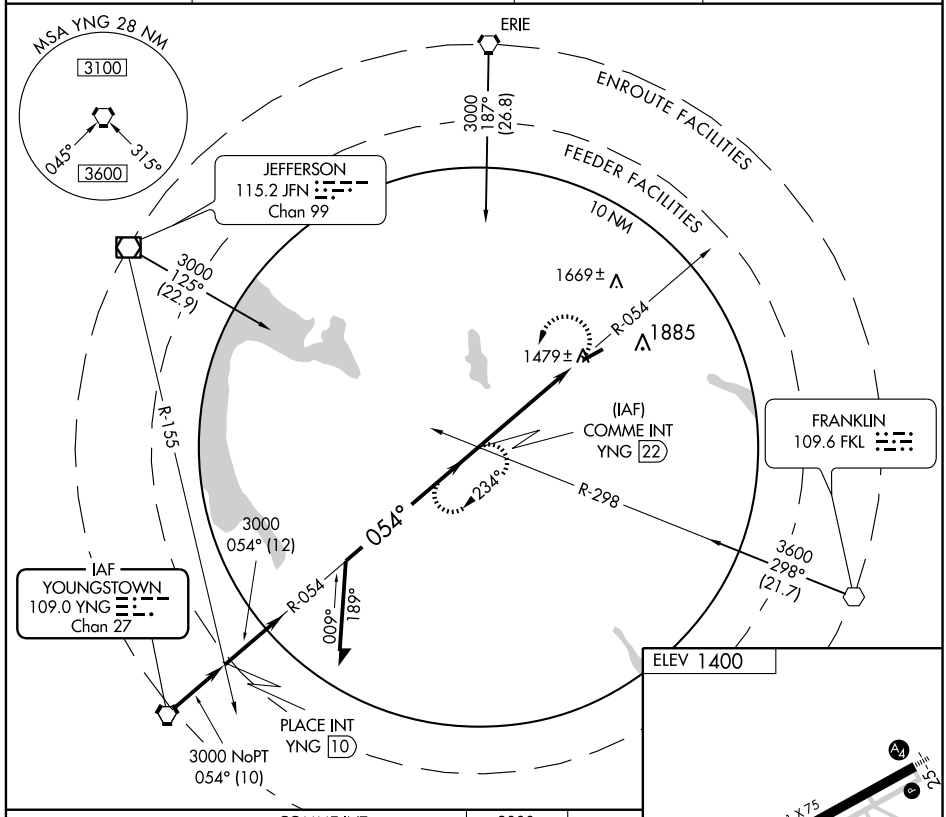
VOR RWY 7

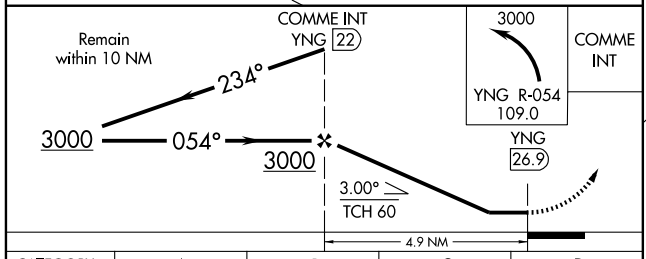
MEADVILLE / PORT MEADVILLE (GKJ)

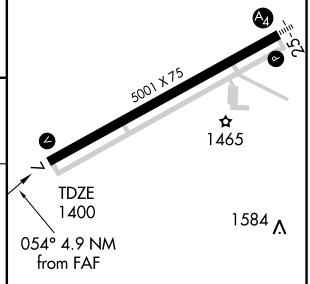
NA

MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-7	1940-1 540 (600-1)	1940-1¼ 540 (600-1¼)	1940-1½ 540 (600-1½)	1940-2 540 (600-2)
CIRCLING	1940-1 540 (600-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

MIRL Rwy 7-25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4. 03 JUN 2010 to 01 JUL 2010

MIFFLINTOWN, PENNSYLVANIA AL-10300 (FAA)

RNAV (GPS) RWY 26

MIFFLINTOWN (P34)

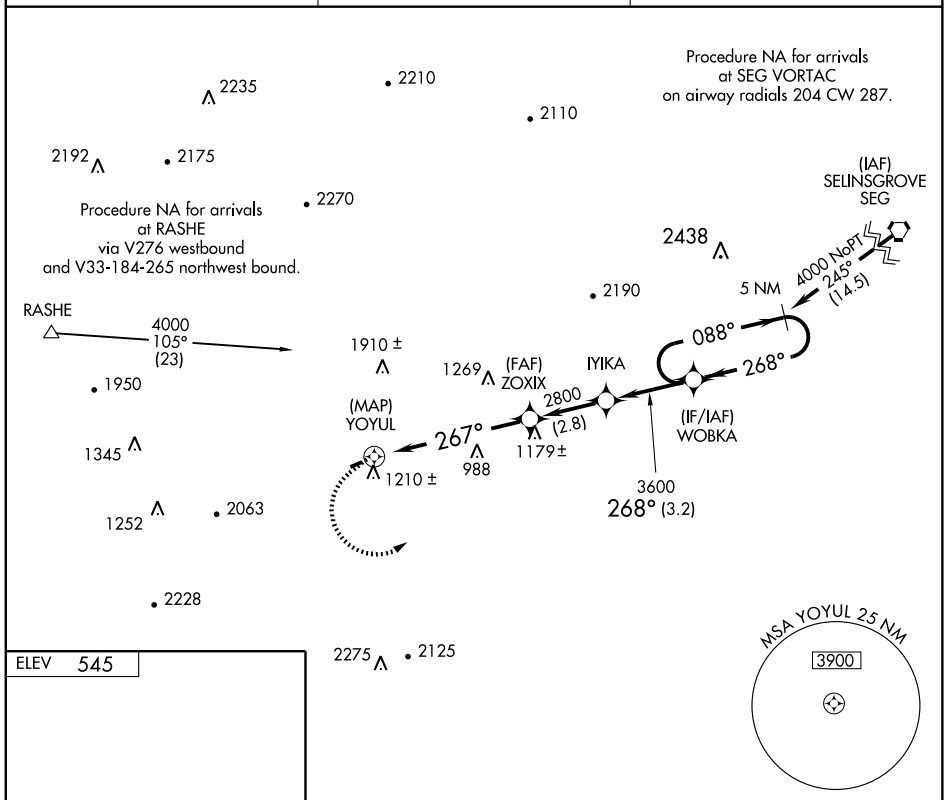
APP CRS	Rwy Idg	2627
267°	TDZE	545
	Apt Elev	545

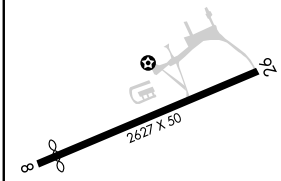
Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

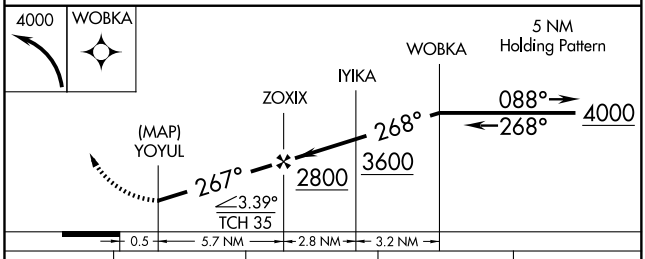
NA

MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

PENN VALLEY ASOS	NEW YORK APP CON	UNICOM
119.275	134.8 338.2	122.8 (CTAF) L





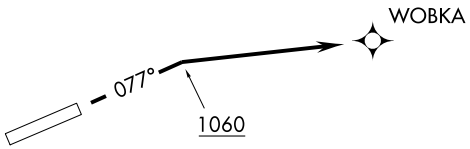


CATEGORY	A	B	C	D
LNAV MDA	1440-1¼ 895 (900-1¼)		NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1640-1½ 1095 (1100-1½)	NA	

LIRL Rwy 8-26 L

NE-4. 03 JUN 2010 to 01 JUL 2010

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)



NOTE: 1. GPS Required.
2. RNAV 1.

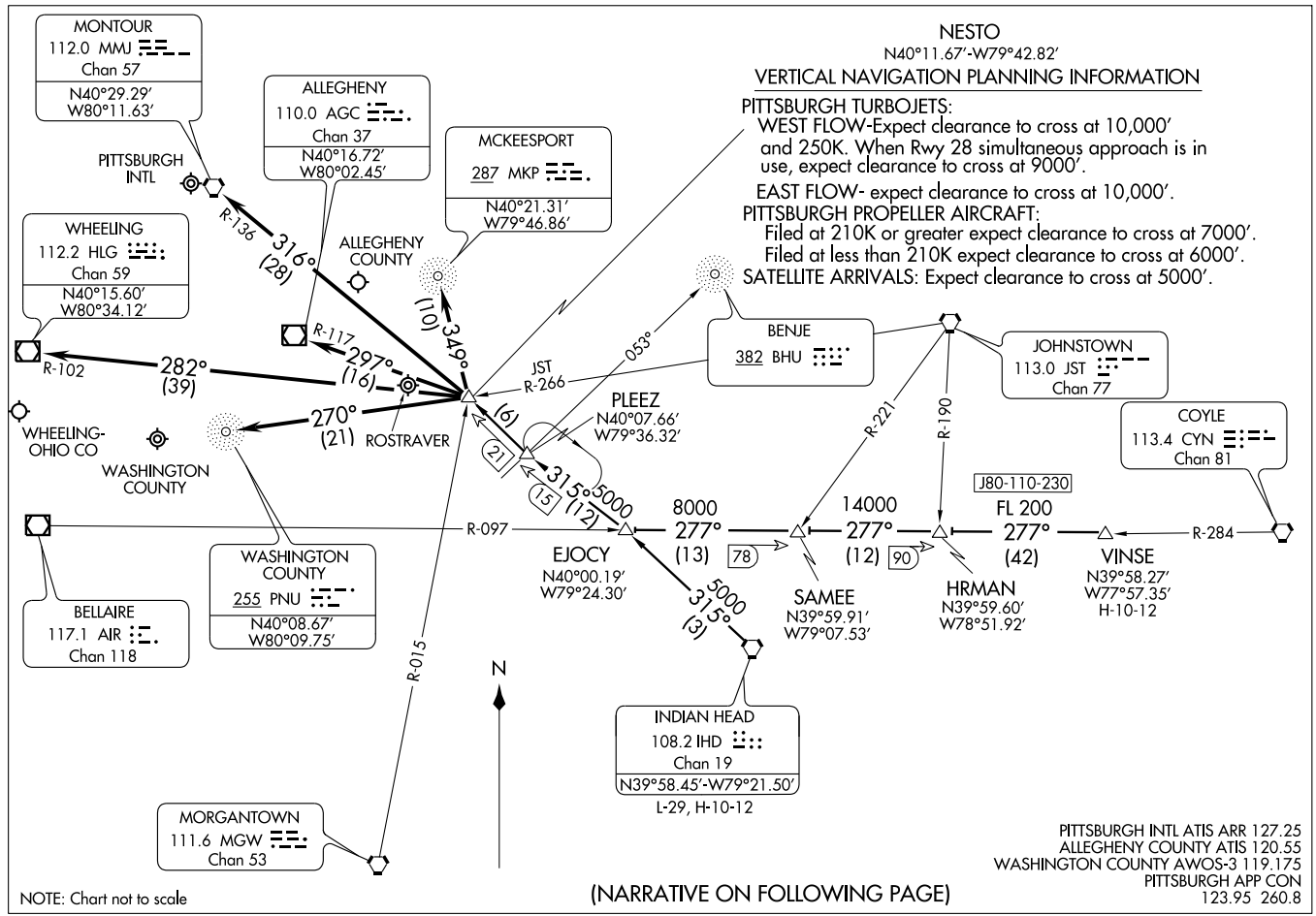
TAKE-OFF OBSTACLES
Rwy 8: Terrain 1333′ from DER, 699′ left of centerline, 619′ MSL.
Trees 6019′ from DER, 356′ left of centerline, up to 100′ AGL/ 739′ MSL.
Trees 1.2 NM from DER, 2350′ right of centerline, up to 100′ AGL/759′ MSL.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.



NESTO TWO ARRIVAL (NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4001
CH 65608	076°	TDZE	1228
W08A		Apt Elev	1228

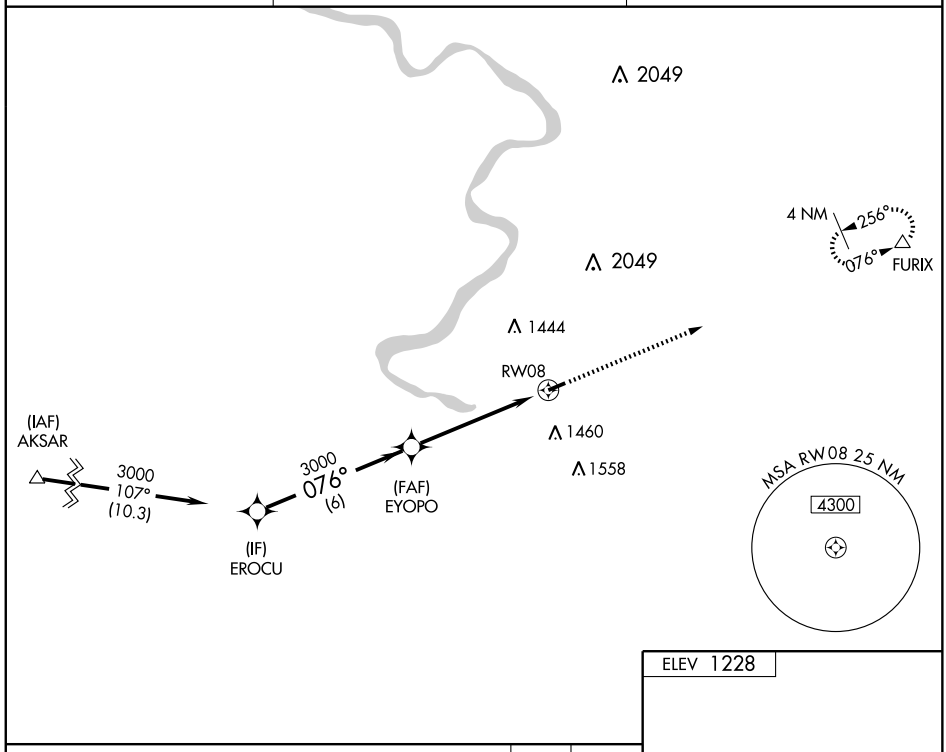
RNAV (GPS) RWY 8

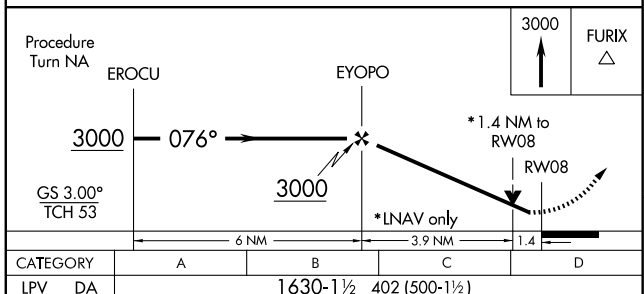
MONONGAHELA / ROSTRAVER (FWQ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alleghany County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

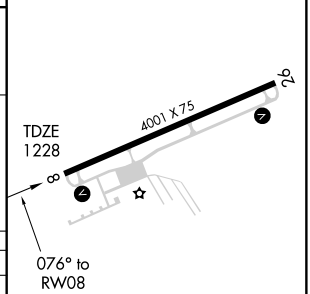
MISSED APPROACH: Climb to 3000 direct FURIX and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1630-1½ 402 (500-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 492 (500-1)		1720-1¼ 492 (500-1¼)	1720-1½ 492 (500-1½)
CIRCLING	1720-1 492 (500-1)		1720-1½ 492 (500-1½)	1780-2 552 (600-2)



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4001
CH 56208	257°	TDZE	1224
W26A		Apt Elev	1228

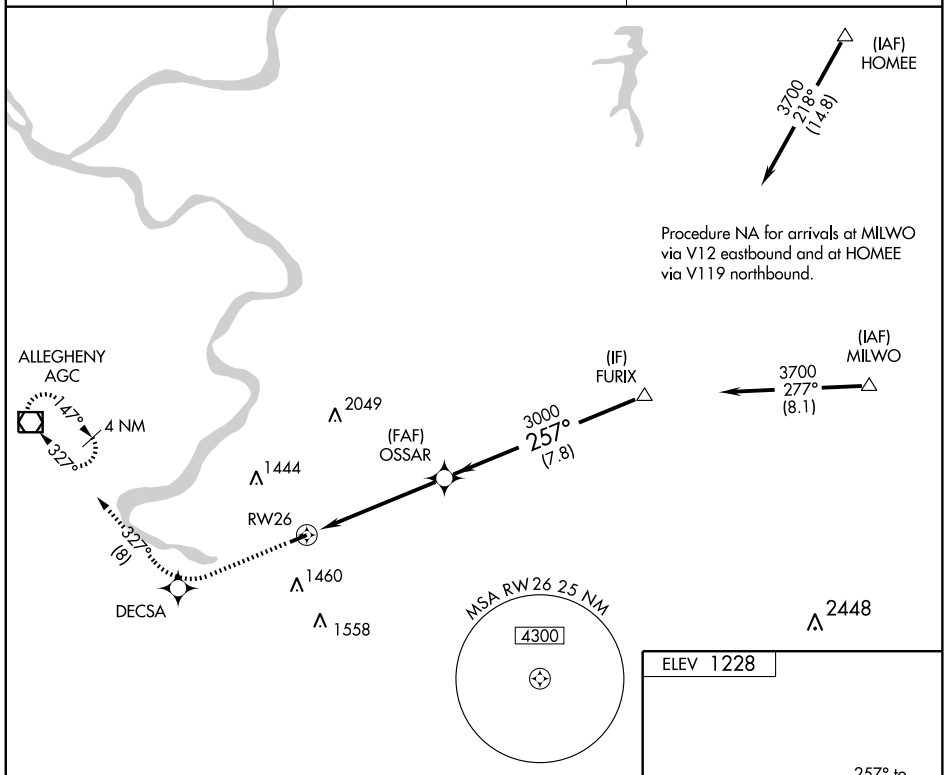
RNAV (GPS) RWY 26

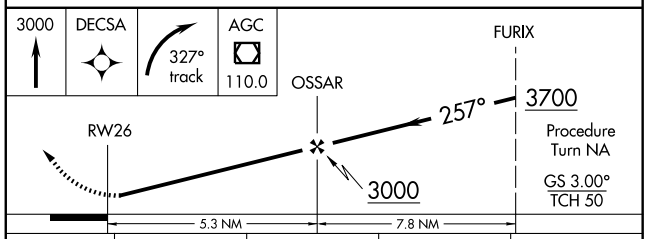
MONONGAHELA / ROSTRAVER (FWQ)

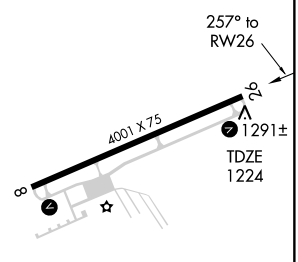
DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1500-1 276 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 336 (400-1)			
CIRCLING	1700-1 472 (500-1)		1700-1½ 472 (500-1½)	1780-2 552 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3250
274°	TDZE	458
	Apt Elev	458

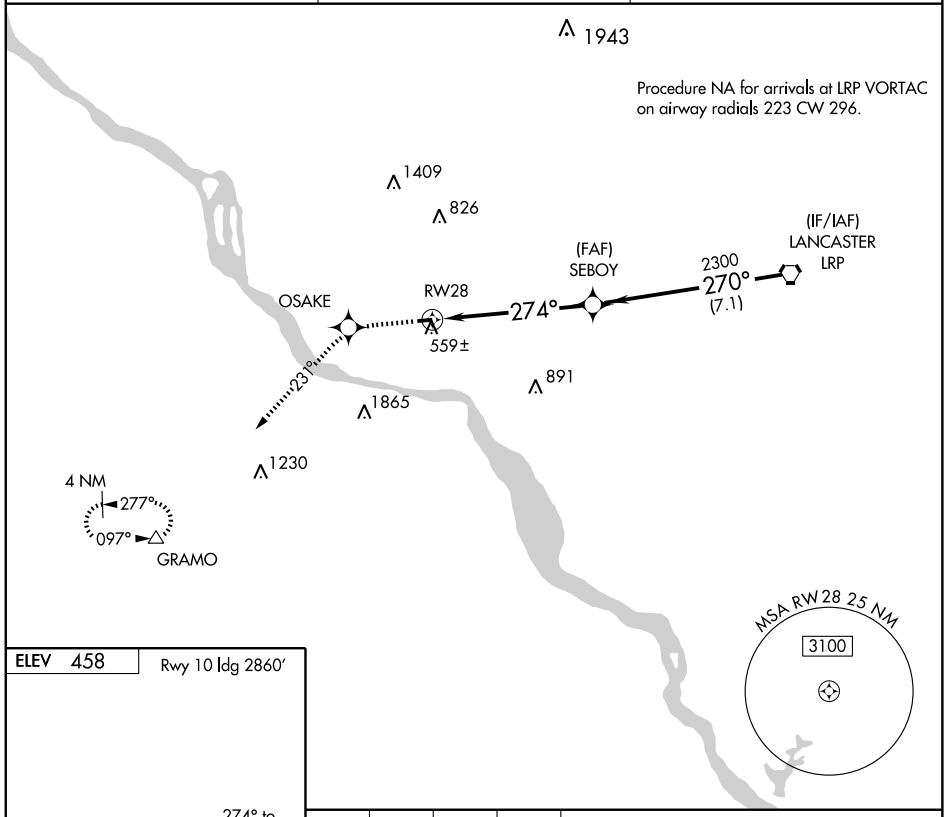
RNAV (GPS) RWY 28

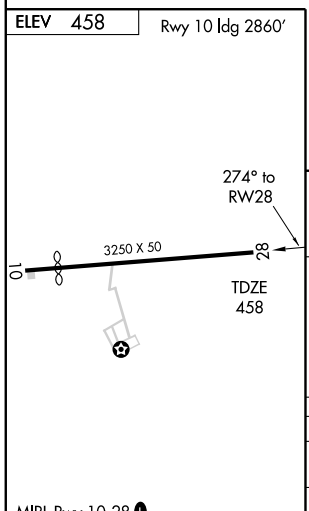
MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

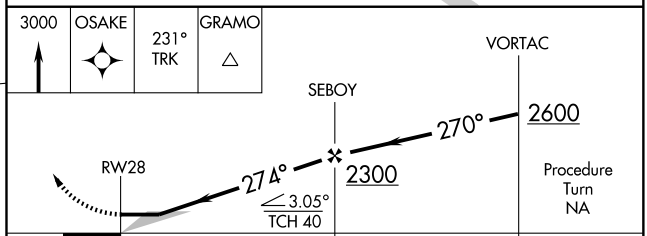
DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900 - 1	442 (500-1)	NA	
CIRCLING	940 - 1 482 (500-1)	960 - 1 502 (600-1)	NA	

NE-4. 03 JUN 2010 to 01 JUL 2010

MOUNT JOY/MARIETTA, PENNSYLVANIA

AL-6668 (FAA)

VORTAC LRP	APP CRS	Rwy Idg	3250
117.3	272°	TDZE	458
Chan 120		Apt Elev	458

VOR RWY 28

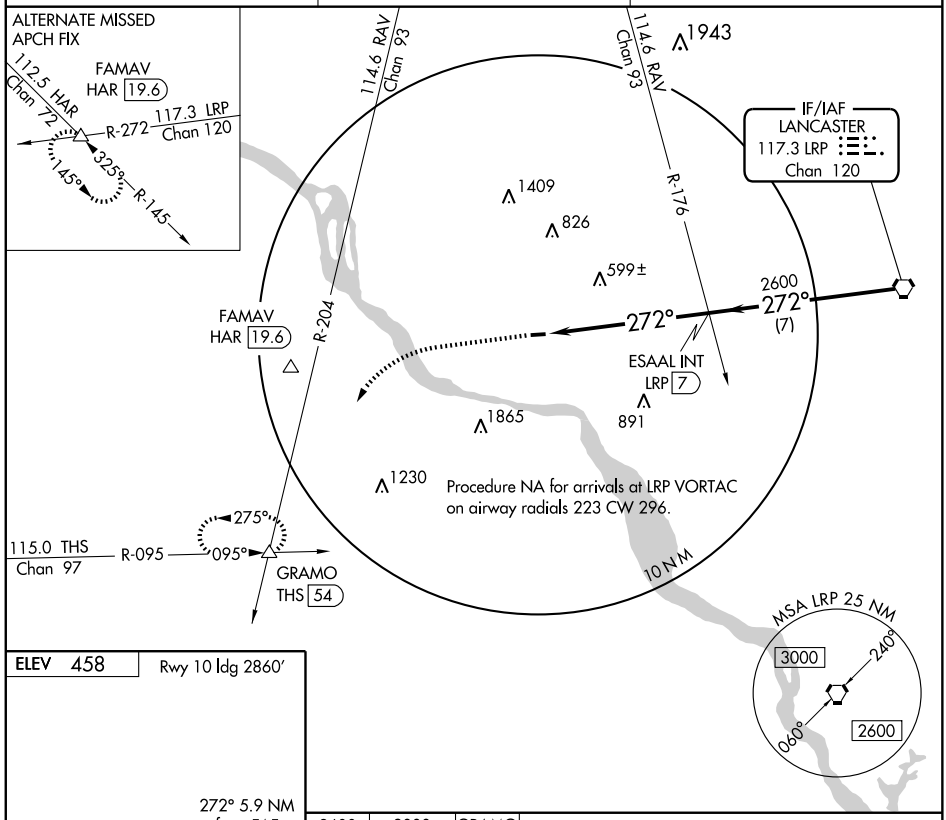
MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

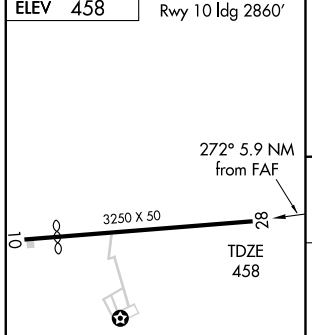
Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

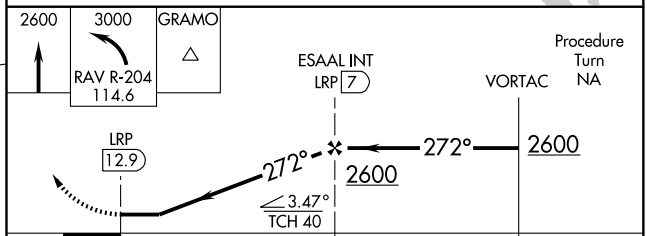
NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-28	1120 - 1	662 (700-1)	NA	
CIRCLING	1120 - 1	662 (700-1)	NA	

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4000
CH 50311	050°	TDZE	1906
W05A		Apt Elev	1915

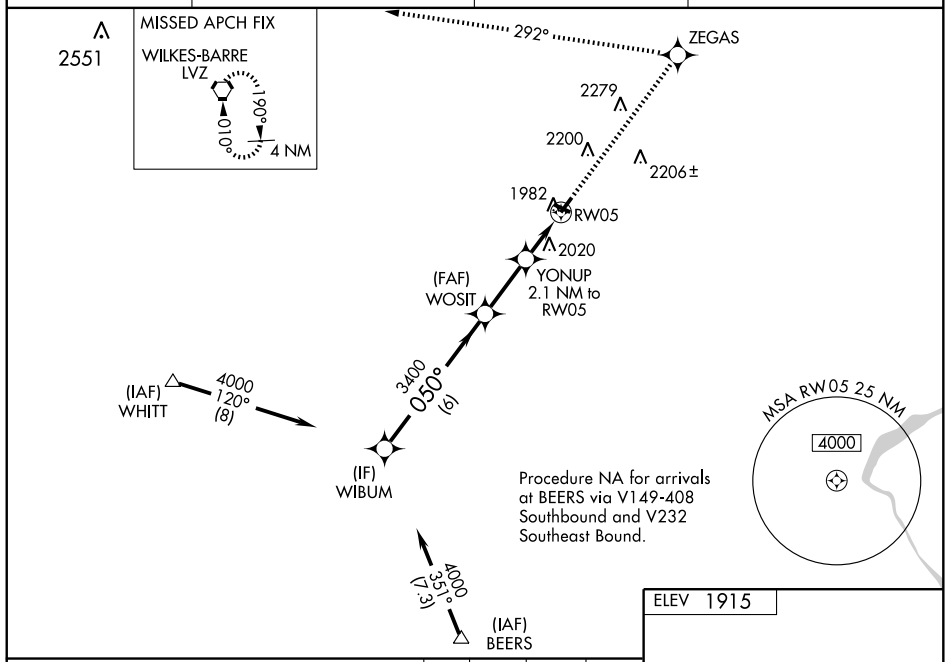
RNAV (GPS) RWY 5

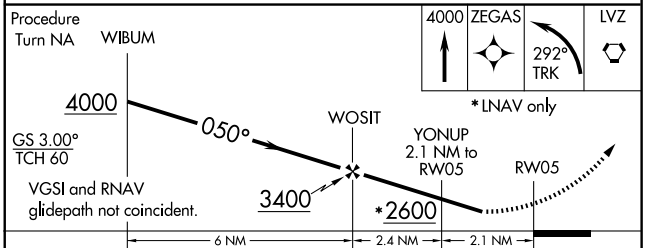
MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

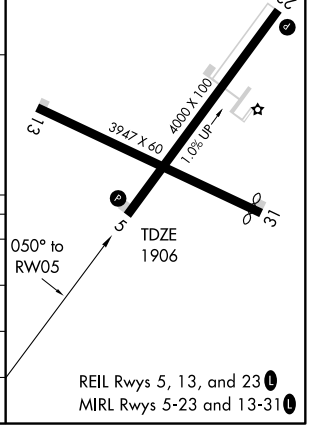
MISSED APPROACH: Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2160-1 254 (300-1)			
LNAV/VNAV DA	2252-1¼ 346 (400-1¼)			
LNAV MDA	2320-1 414 (500-1)		2320-1¼ 414 (500-1¼)	
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)



NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	3947
CH 48911	128°	TDZE	1885
W13A		Apt Elev	1915

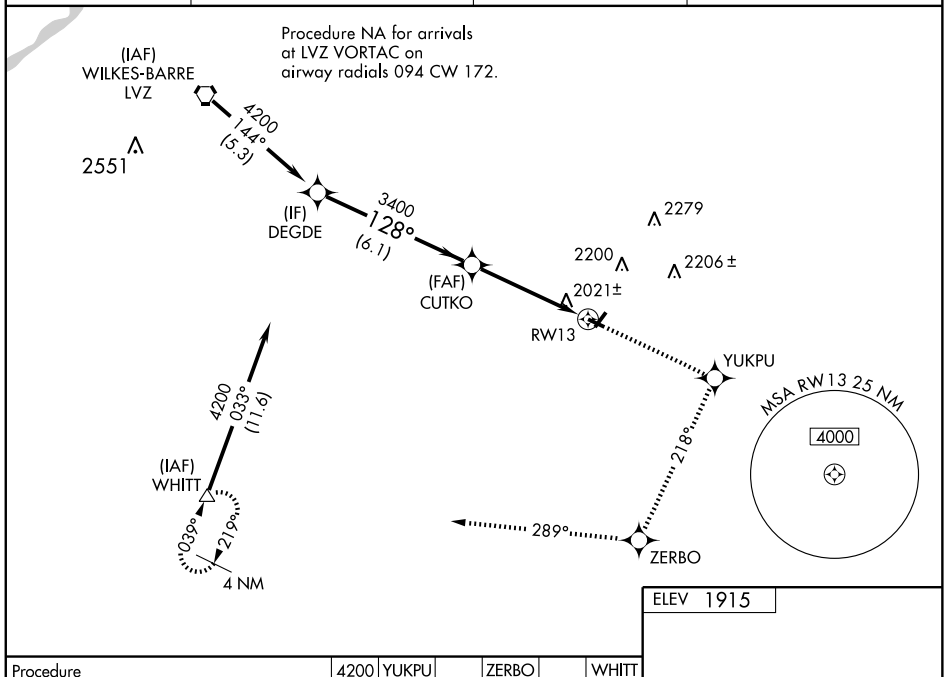
RNAV (GPS) RWY 13

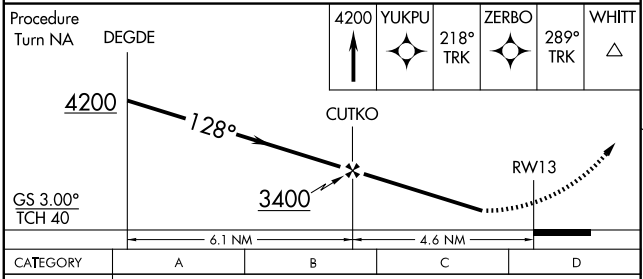
MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

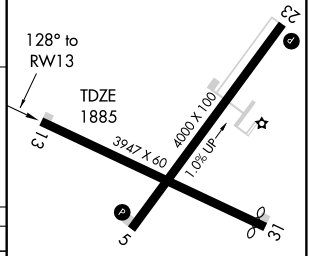
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2278-1½ 393 (400-1½)			
LNAV/ VNAV DA	2315-1½ 430 (400-1½)			
LNAV MDA	2400-1 515 (500-1)		2400-1½ 515 (500-1½)	2400-1¾ 515 (500-1¾)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3767
308°	TDZE	1885
	Apt Elev	1915

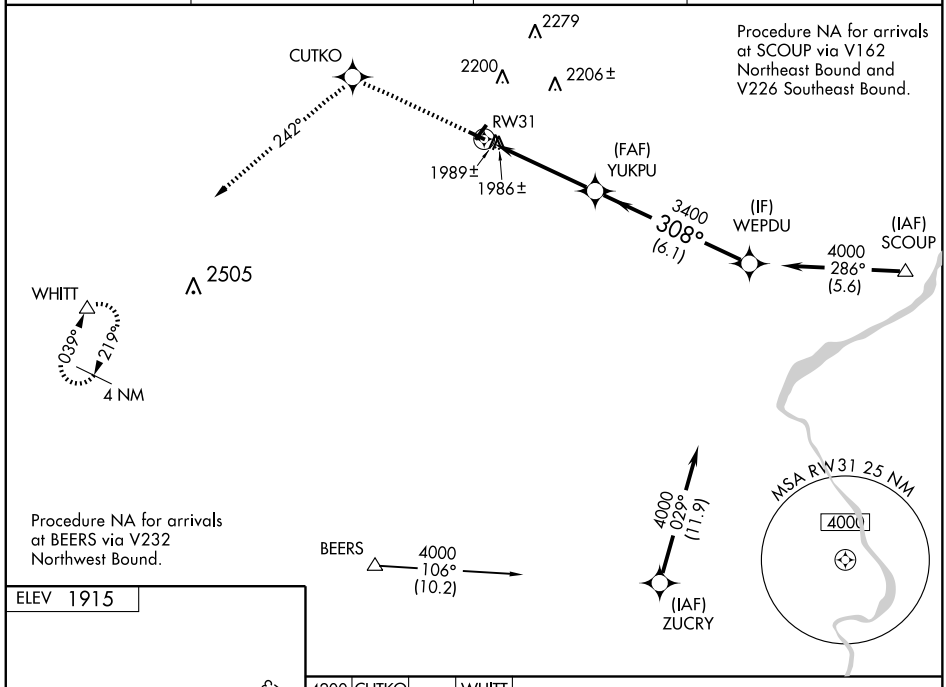
RNAV (GPS) RWY 31

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

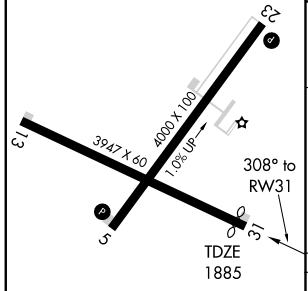
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F).
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

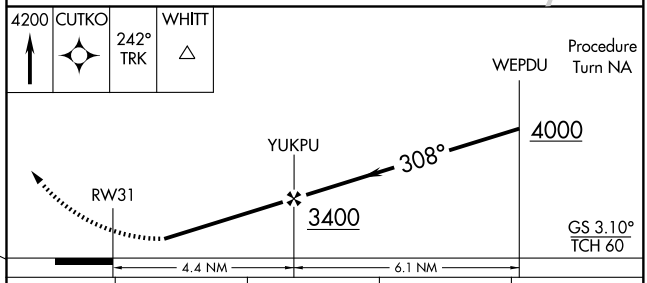
MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L



ELEV 1915





CATEGORY	A	B	C	D
LNAV/ VNAV DA	2286-1¼ 401 (400-1¼)			
LNAV MDA	2240-1 355 (400-1)			2240-1¼ 355 (400-1¼)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

MOUNT POCONO, PENNSYLVANIA AL-5153 (FAA)

VORTAC LVZ	APP CRS	Rwy Idg	3947
111.6	130°	TDZE	1884
Chan 53		Apt Elev	1916

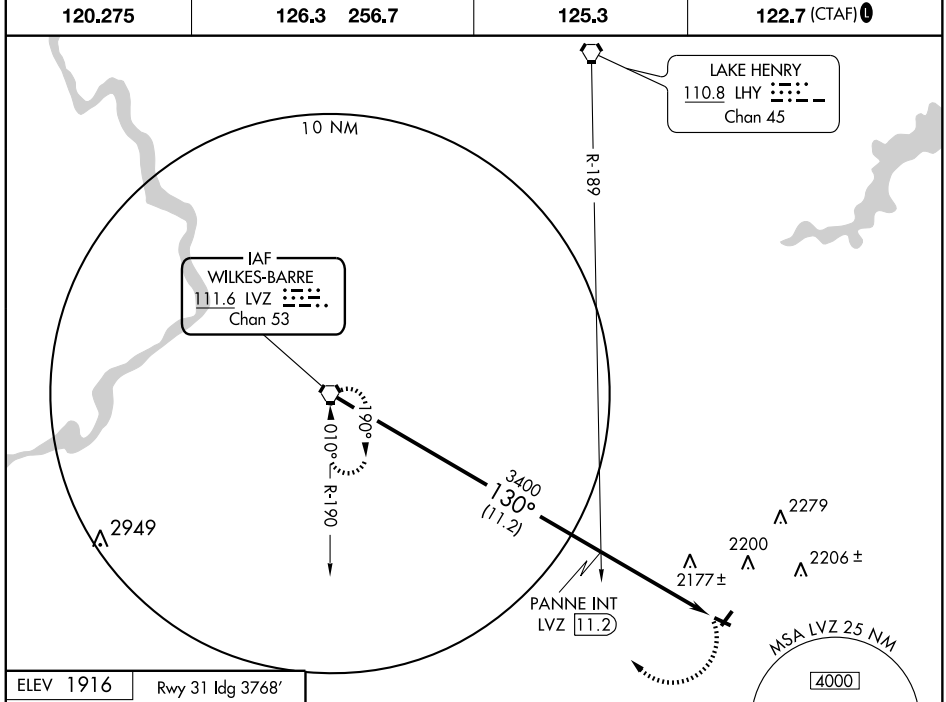
VOR RWY 13

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

NA

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L



ELEV 1916 Rwy 31 ldg 3768'

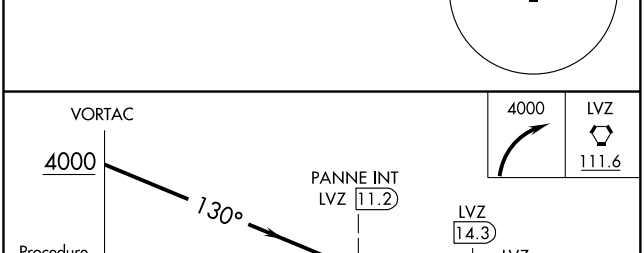


REIL Rwys 5, 13, and 23 L

MIRL Rwys 5-23 and 13-31 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-13	2440-1 556 (600-1)		2440-1½ 556 (600-1½)	2440-1¾ 556 (600-1¾)
CIRCLING	2480-1 564 (600-1)	2500-1 584 (600-1)	2500-1½ 584 (600-1½)	2540-2 624 (700-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	3599
CH 73001	183°	TDZE	523
W19A		Apt Elev	523

RNAV (GPS) RWY 19

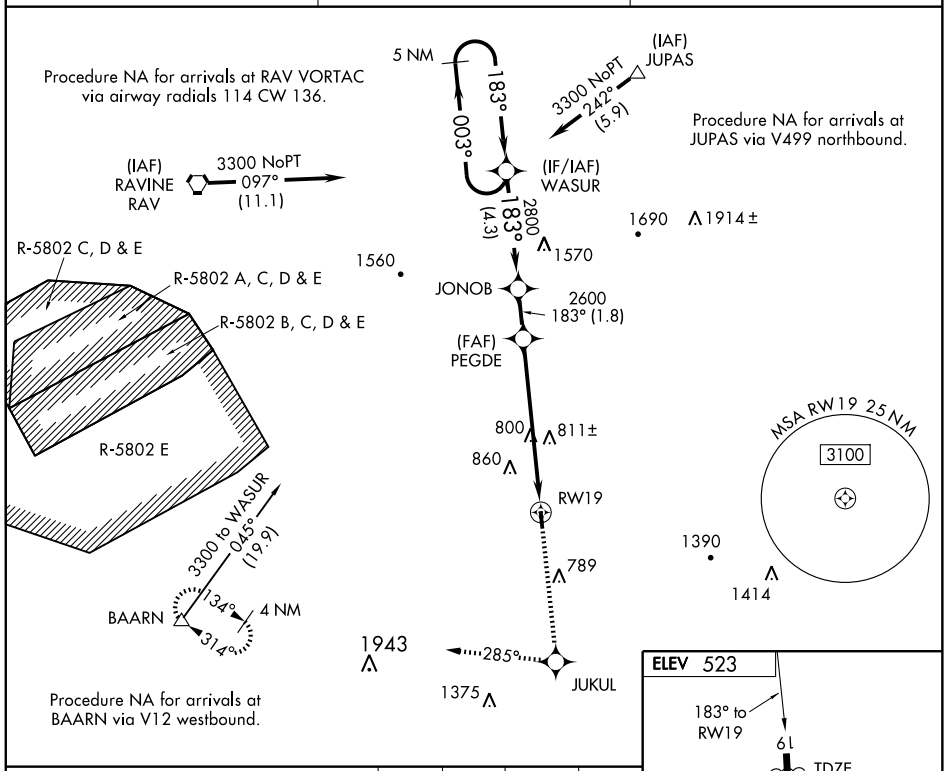
MYERSTOWN/ DECK (9D4)

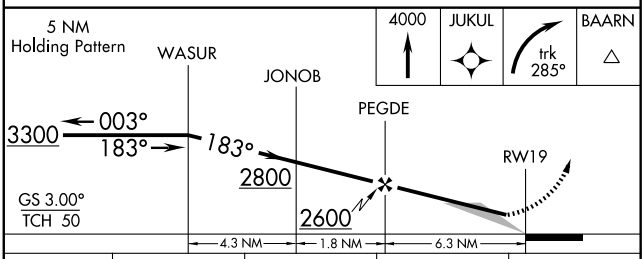
DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

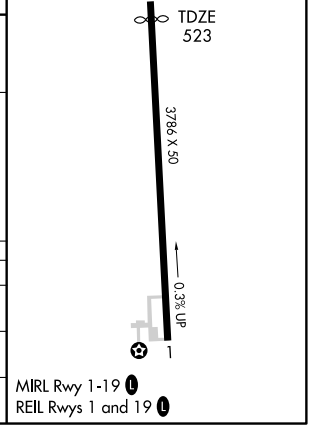
NA

MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

READING ASOS	HARRISBURG APP CON	UNICOM
127.1	118.25 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	837 - 1	314 (400-1)		NA
LNAV MDA	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA
CIRCLING	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

VORTAC RAV	APP CRS	Rwy Idg	N/A
114.6	145°	TDZE	N/A
Chan 93		Apt Elev	522

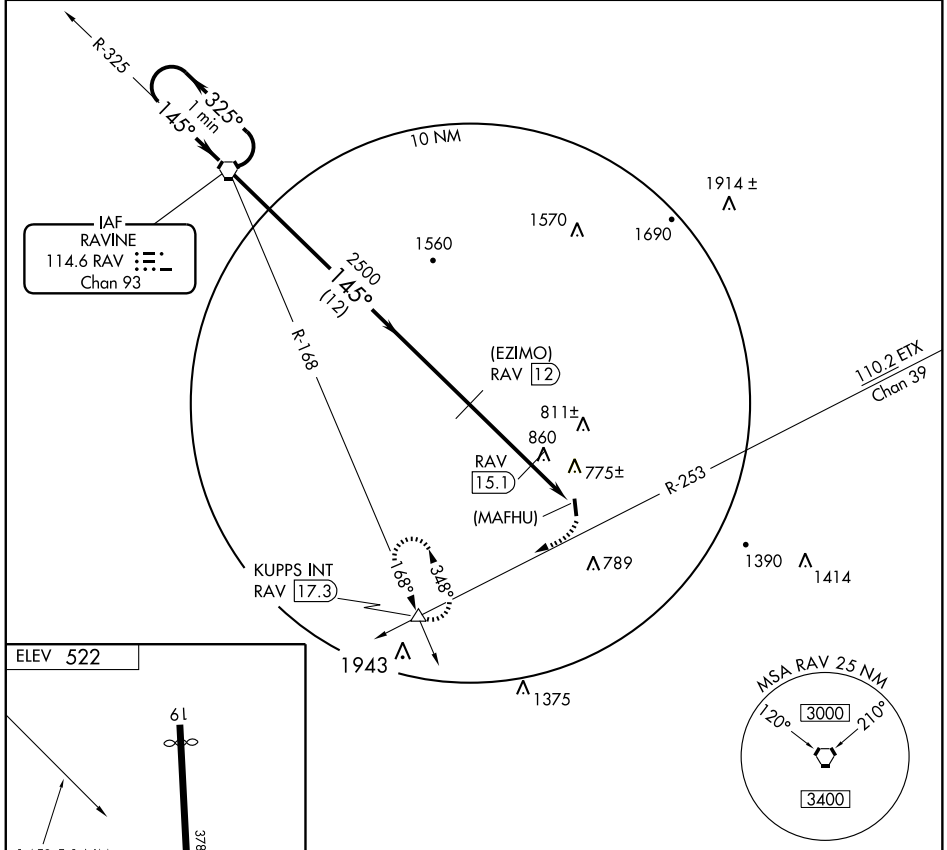
VOR/DME or GPS-A

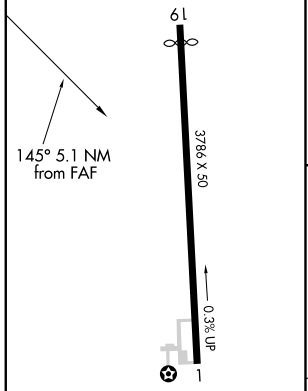
MYERSTOWN/ DECK (9D4)

Use Harrisburg Intl, PA altimeter setting.
If not received, procedure not authorized.
NA

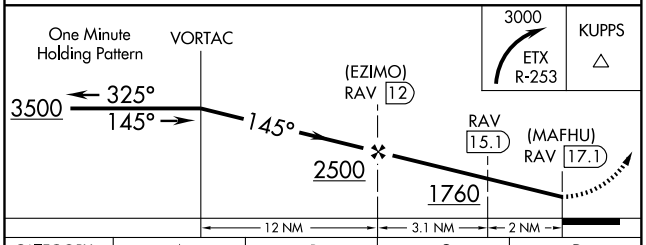
MISSED APPROACH: Climbing right turn to 3000, intecept the ETX VORTAC R-253 to KUPPS INT and hold.

HARRISBURG APP CON	UNICOM
118.25 269.45	122.8 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
CIRCLING	1140-1 618 (700-1)		1140-1¾ 618 (700-1¾)	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

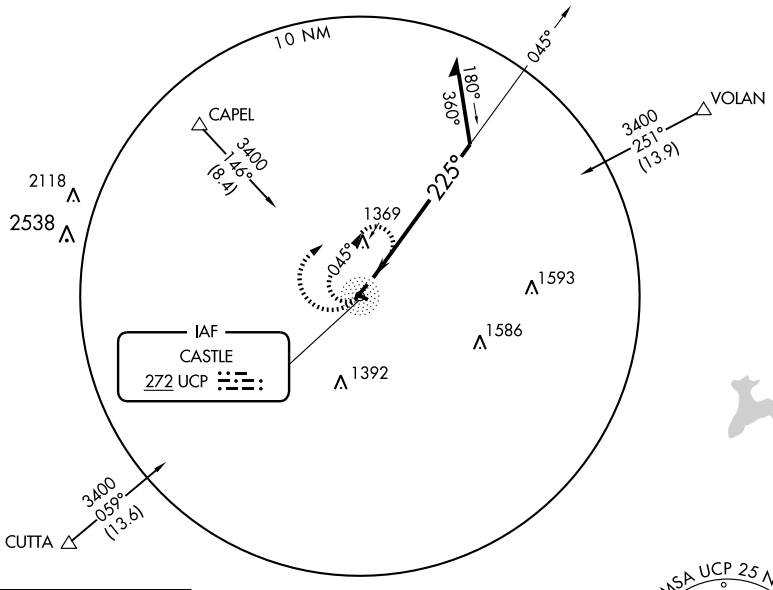
NDB UCP	APP CRS	Rwy Idg	3995
272	225°	TDZE	1027
		Apt Elev	1070

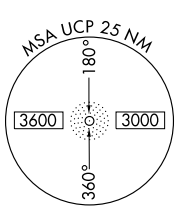
NDB RWY 23
NEW CASTLE MUNI (UCP)

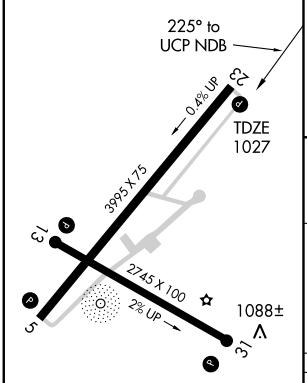
T When local altimeter setting not received, use Youngstown/Warren altimeter setting.
NA When VGSI inop, Circling Rwy 31 NA at night.

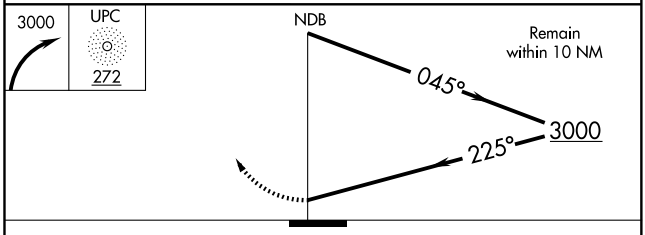
MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-23	2000-1¼ 973 (1000-1¼)	2000-1½ 973 (1000-1½)	2000-3 973 (1000-3)	NA
CIRCLING	2000-1¼ 930 (1000-1¼)	2000-1½ 930 (1000-1½)	2000-3 930 (1000-3)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	3995
CH 78005	049°	TDZE	1027
W05A		Apt Elev	1070

RNAV (GPS) RWY 5

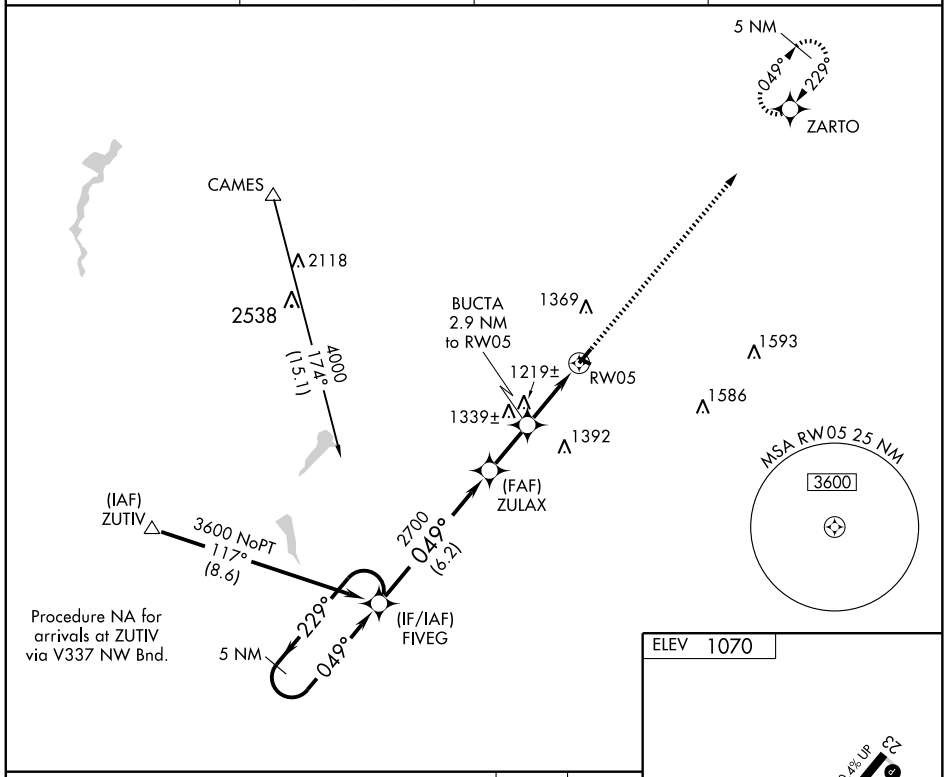
NEW CASTLE MUNI (UCP)

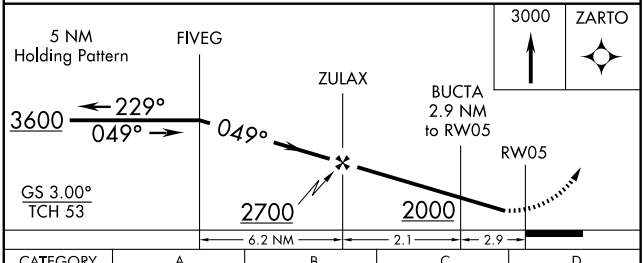
NA

When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

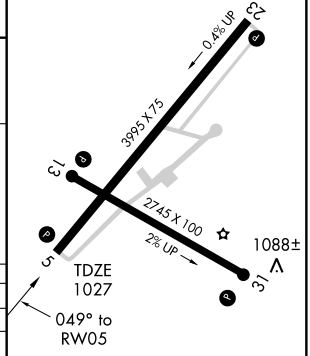
MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1307-1 280 (300-1)			NA
LNAV MDA	1480-1 453 (500-1)		1480-1¼ 453 (500-1¼)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	3995
CH 45605	229°	TDZE	1027
W23A		Apt Elev	1070

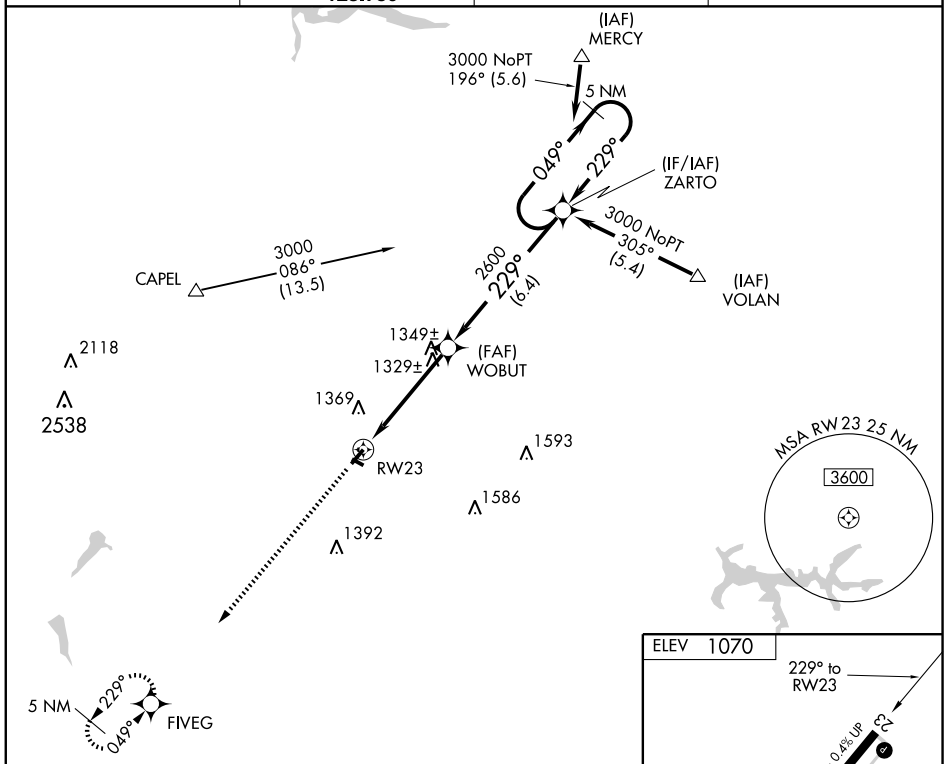
RNAV (GPS) RWY 23
NEW CASTLE MUNI (UCP)

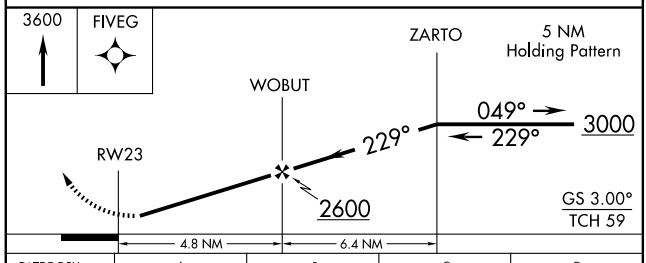
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

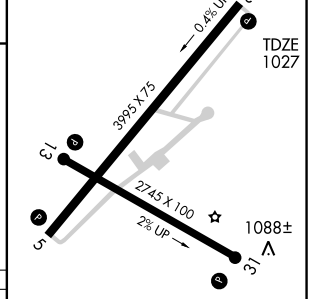
NA

MISSED APPROACH: Climb to 3600 direct FIVEG and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1288-1 261 (300-1)			NA
LNAV MDA	1580-1 553 (600-1)		1580-1½ 553 (600-1½)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4. 03 JUN 2010 to 01 JUL 2010

NDB UKT 208	APP CRS 181°	Rwy Idg N/A TDZE N/A Apt Elev 568

NDB or GPS-A

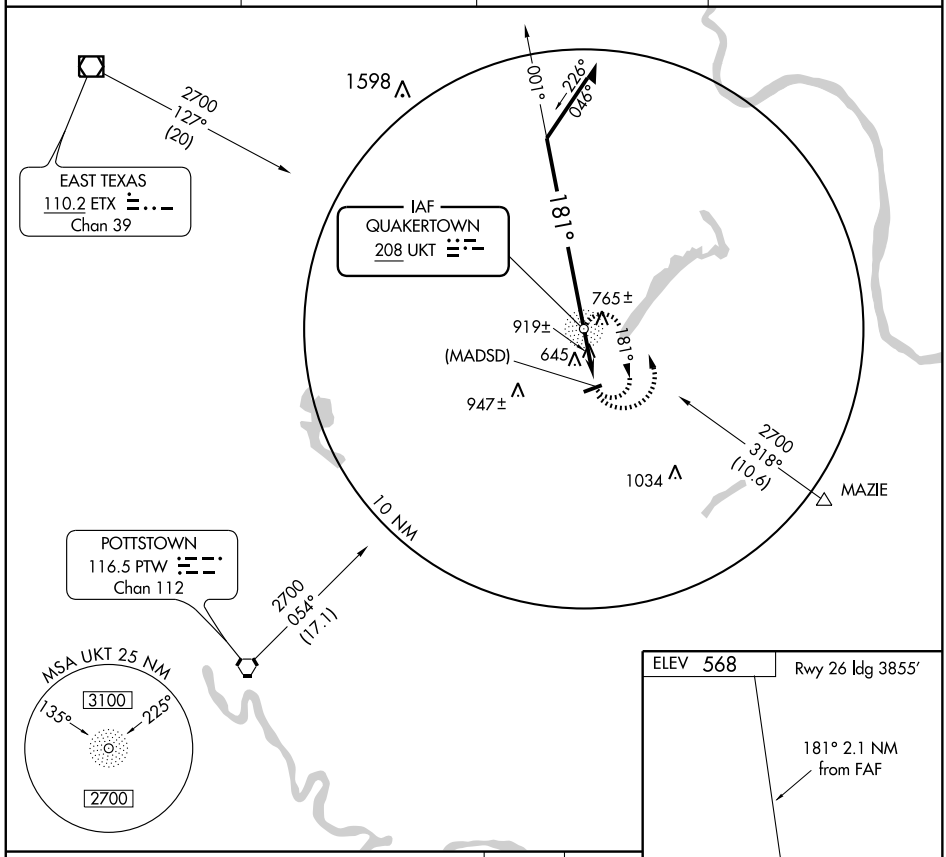
PERKASIE/ PENNRIDGE (CKZ)

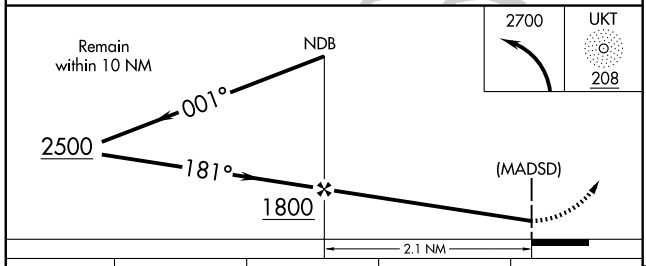
If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.

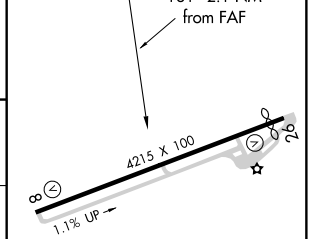
NA

MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.325	123.8 291.7	118.55	123.0 (CTAF)







MIRL Rwy 8-26
REIL Rwys 8 and 26

CATEGORY	A	B	C	D
CIRCLING	1240-1	672 (700-1)	1240-2 672 (700-2)	NA

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 8

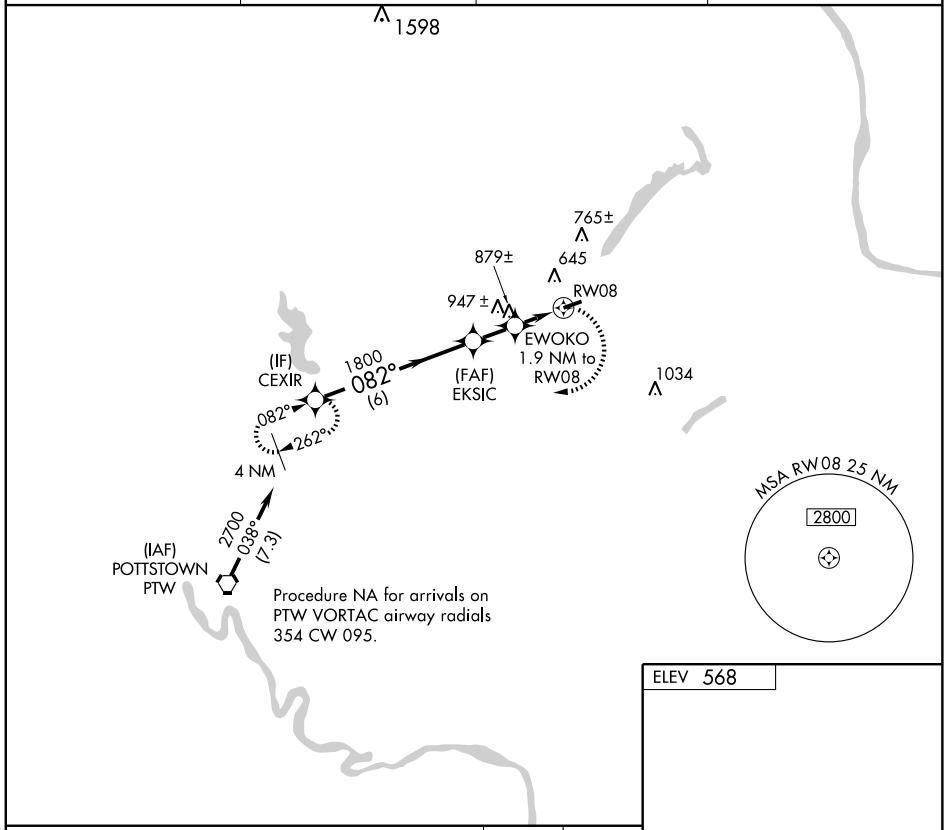
PERKASIE/ PENNRIDGE (CKZ)

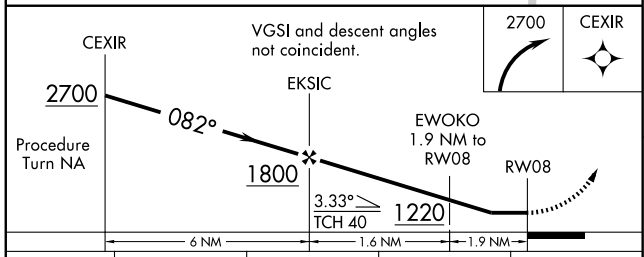
APP CRS	Rwy Idg	4215
082°	TDZE	557
	Apt Elev	568

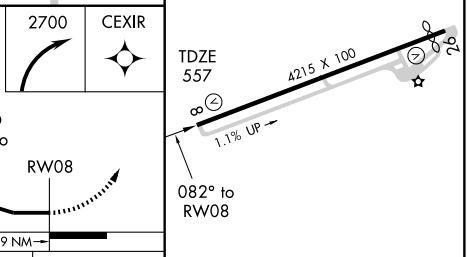
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.325	123.8	291.7	118.55	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1140-1	583 (600-1)	1140-1½ 583 (600-1½)	NA
CIRCLING	1260-1	692 (700-1)	1260-2 692 (700-2)	NA

MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3855
262°	TDZE	564
	Apt Elev	568

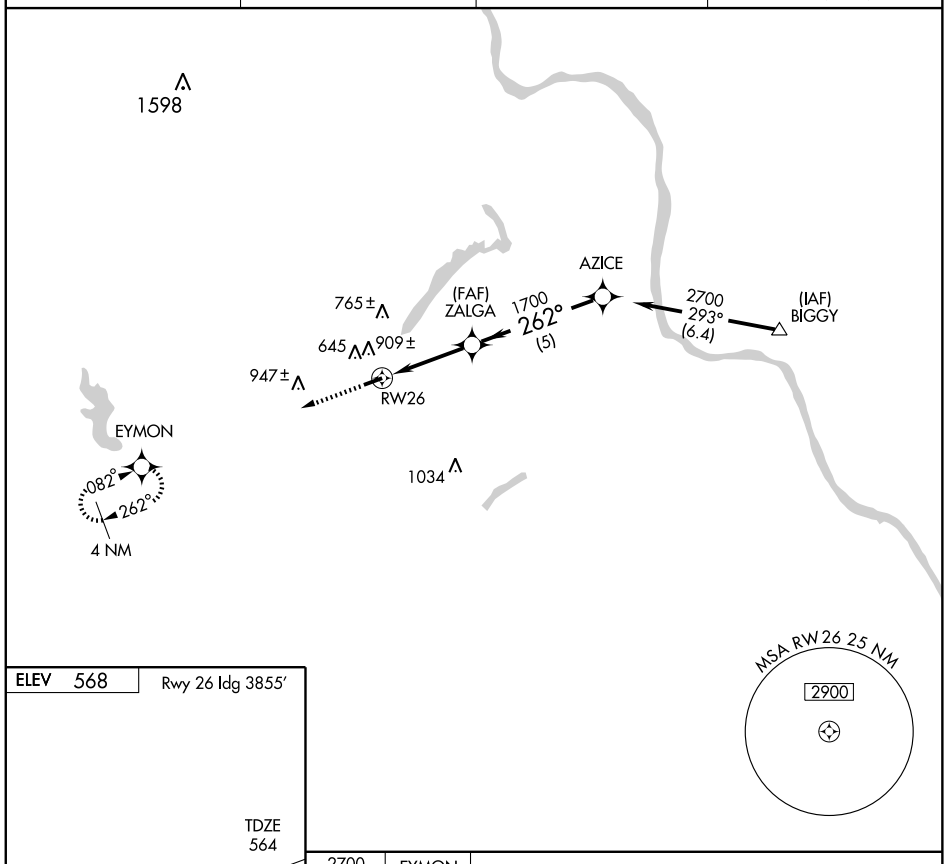
RNAV (GPS) RWY 26

PERKASIE/PENNRIDGE (CKZ)

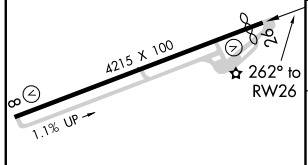
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

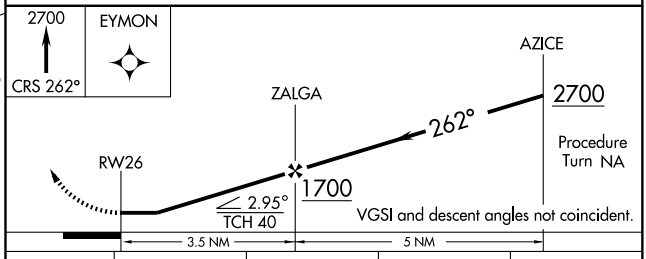
MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.325	123.8	291.7	118.55	123.0 (CTAF)



ELEV 568 Rwy 26 Idg 3855′





CATEGORY	A	B	C	D
LNAV MDA	960-1 396 (400-1)			NA
CIRCLING	1260-1 692 (700-1)		1260-2 692 (700-2)	NA

MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3523
065°	TDZE	301
	Apt Elev	302

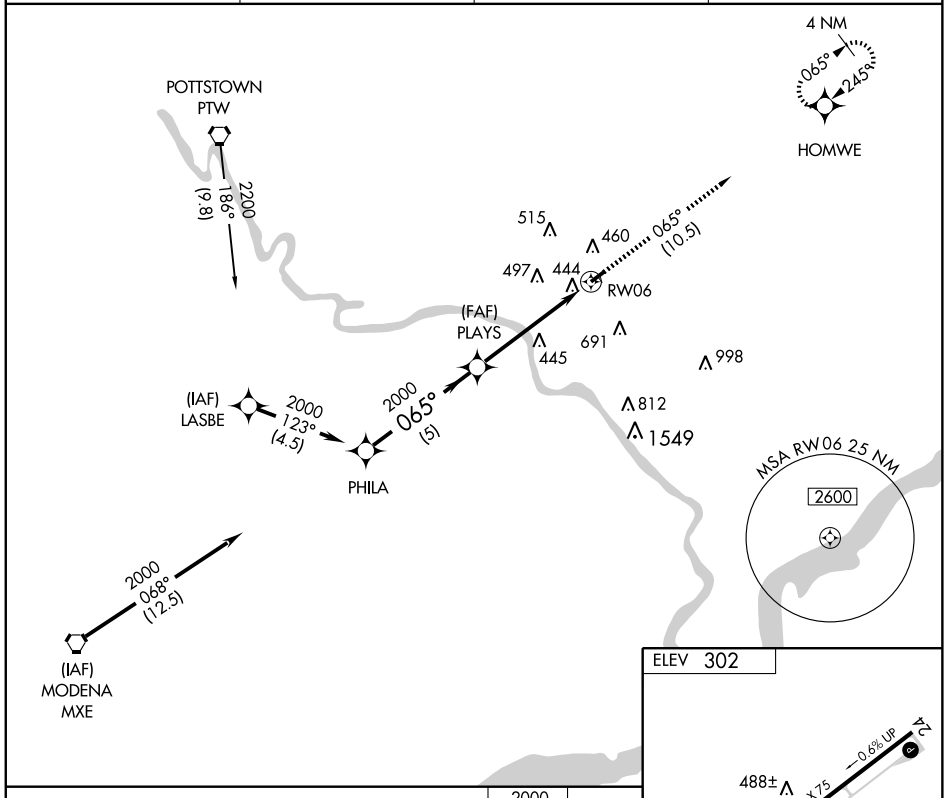
RNAV (GPS) RWY 6

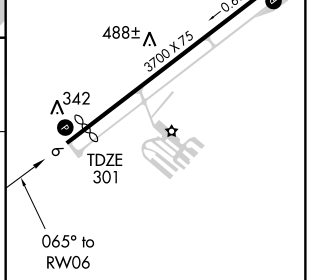
PHILADELPHIA / WINGS FIELD (LOM)

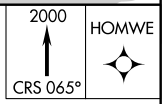
GPS or RNP -0.3 required.
NA DME/DME RNP -0.3 NA.

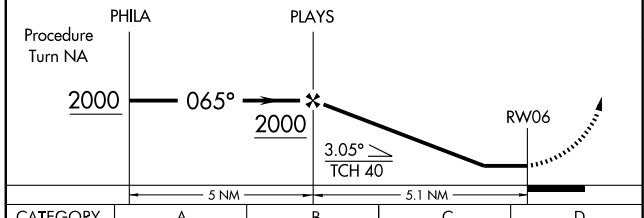
MISSED APPROACH: Climb to 2000 via 065° course to HOMWE WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	800-1 499 (500-1)		NA	
CIRCLING	880-1 578 (600-1)		NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS		
245°	Rwy Idg	3700
	TDZE	296
	Apt Elev	302

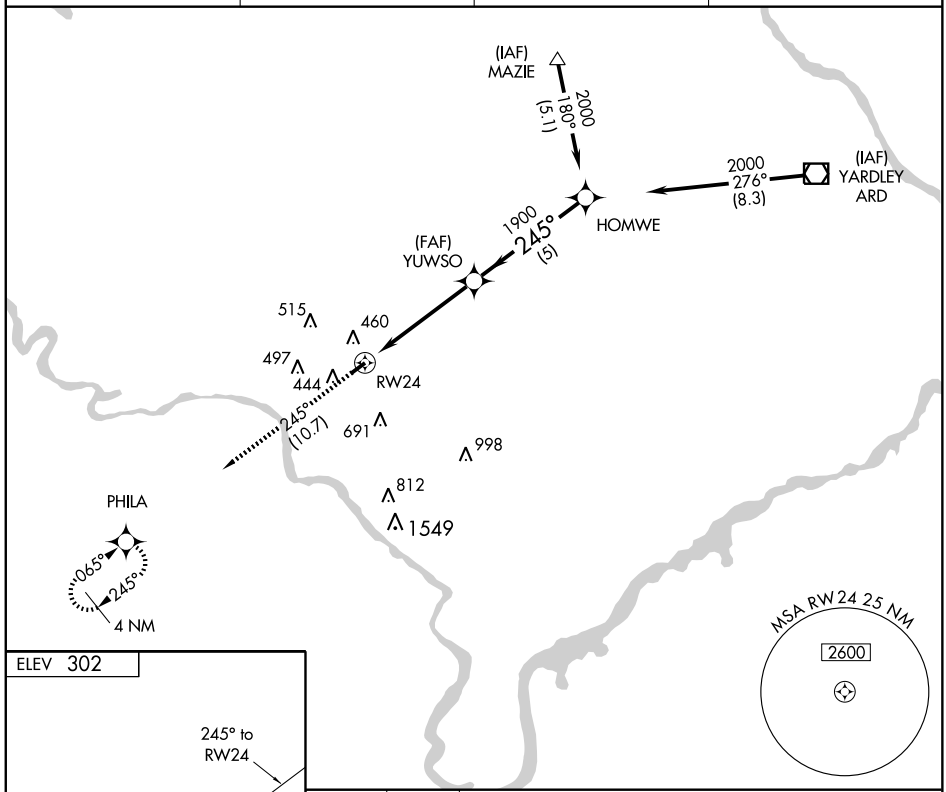
RNAV (GPS) RWY 24

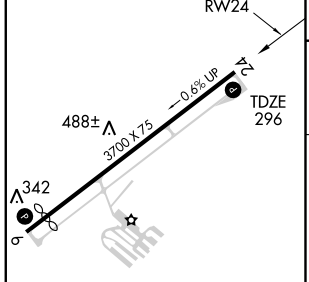
PHILADELPHIA / WINGS FIELD (LOM)

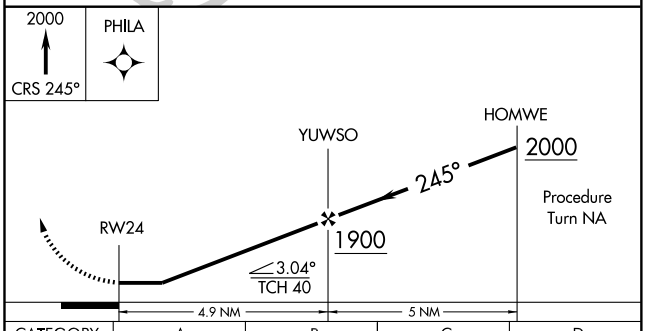
▼ GPS or RNP -0.3 required.
▲ NA DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 via 245° course to PHILA WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1	504 (500-1)	NA	
CIRCLING	880-1	578 (600-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA TOWER
118.5 327.05
(RWYS 9L-27R, 8-26 and 17-35)
135.1 327.05
(RWY 9R-27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

RWY 8-26
PCN 27 F/A/X/T
D145
RWY 9L-27R
PCN 60 F/A/X/T
S100, D210, ST175, DT350
RWY 9R-27L
PCN 60 F/A/X/T
S200, D210, ST175, DT350
RWY 17-35
PCN 27 F/A/X/T
S100, D170, ST175, DT300

ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

VAR 12.2°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E

ELEV 8
NORTH APRON
FBO TERMINAL
ATLANTIC AVIATION
SOUTH APRON
ELEV 9
TERMINAL
BEACON
A WEST
A EAST
EAST RAMP
LAHSO
ELEV 11
ELEV 13
CARGO CITY
WEST CARGO APRON
DEICING APPARATUS
ELEV 20
UPS
FIRE STATION
TWR 147
FIELD ELEV 36

171.3°
351.3°
087.7°
267.7°
5000 X 150
6501 X 150
9500 X 150
10506 X 200
0.5% UP

39°53′N
39°52′N
75°16′W
75°15′W
75°14′W
75°13′W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

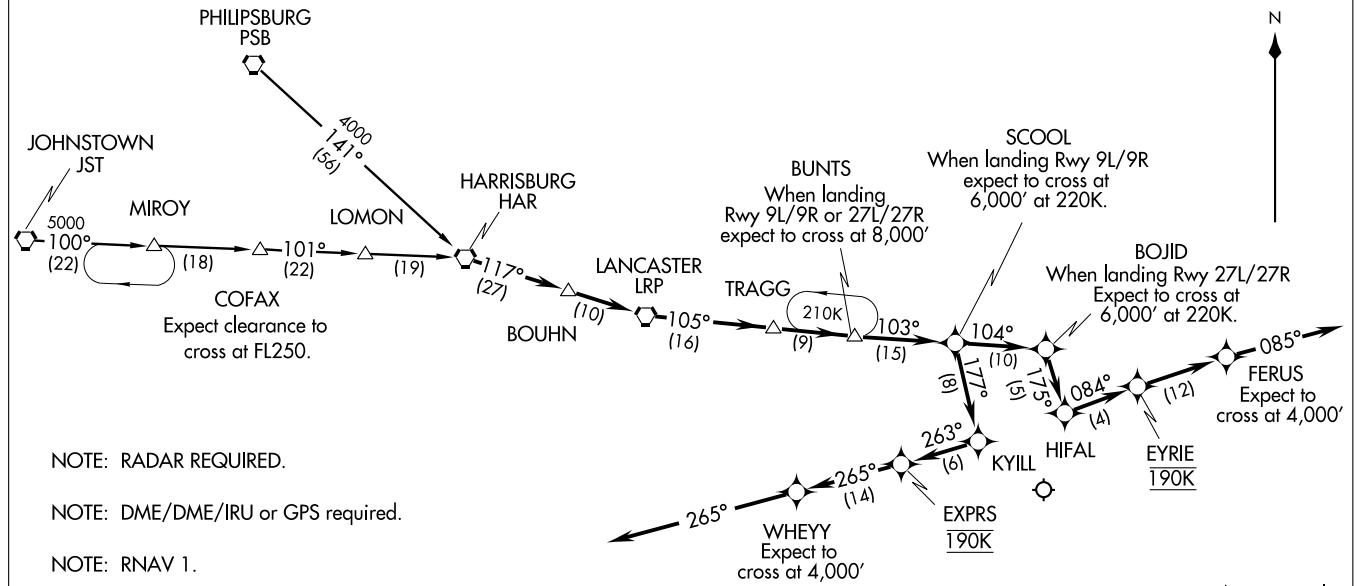
*RAMP CONTROL SPOTS

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

JOHNSTOWN TRANSTION (JST.BOJID1)
PHILIPSBURG TRANSTION (PSB.BOJID1)

. . . . From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



NOTE: RADAR REQUIRED.

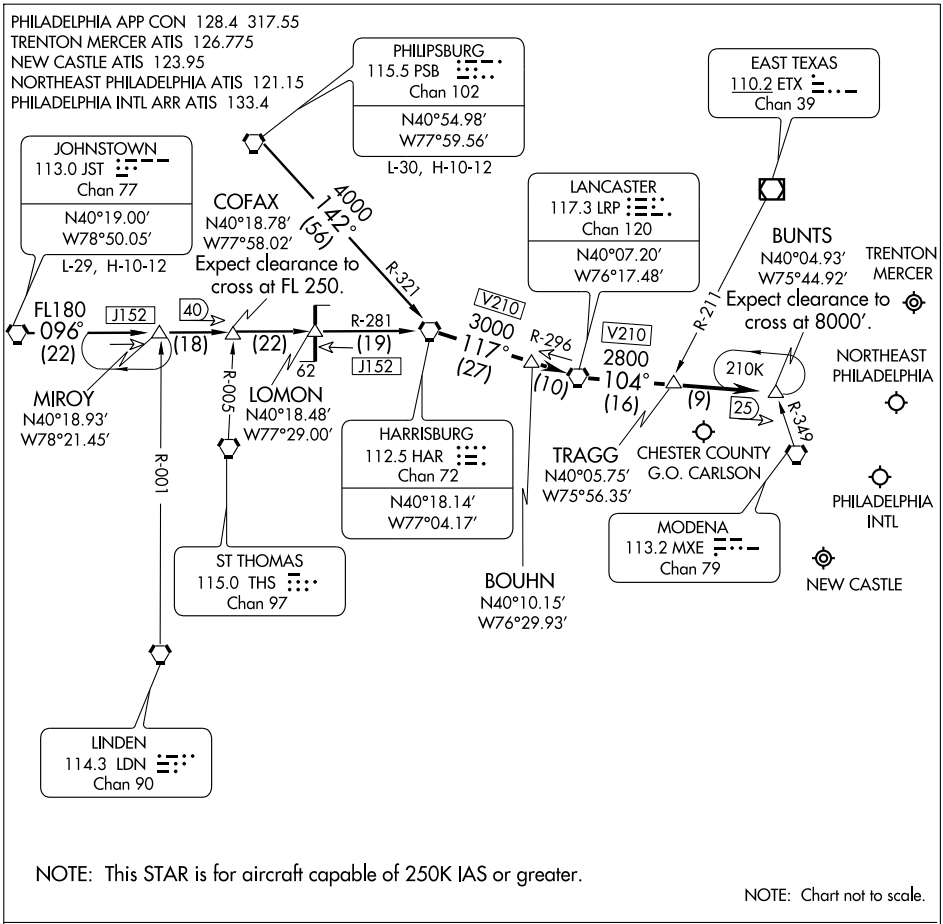
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

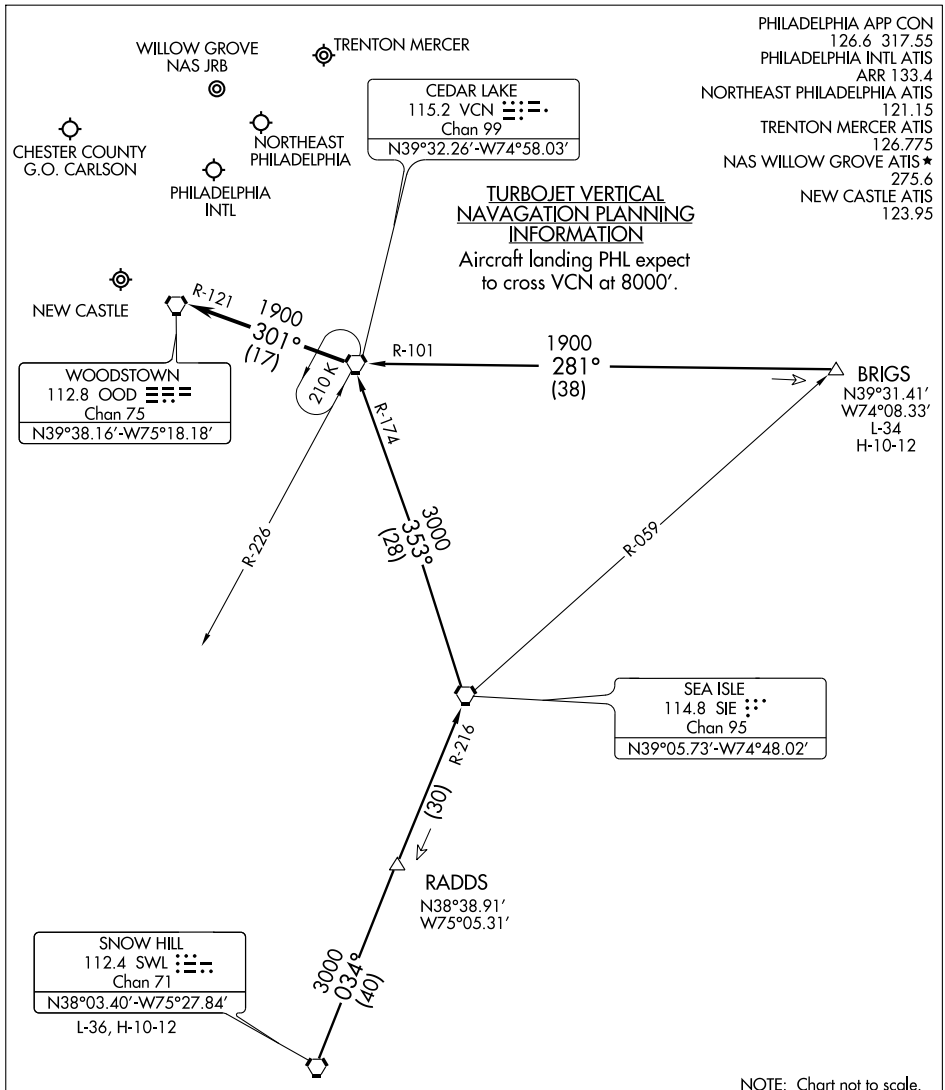
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	22
Chan 30		Apt Elev	38

CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

Simultaneous converging approaches authorized with Rwy 17.

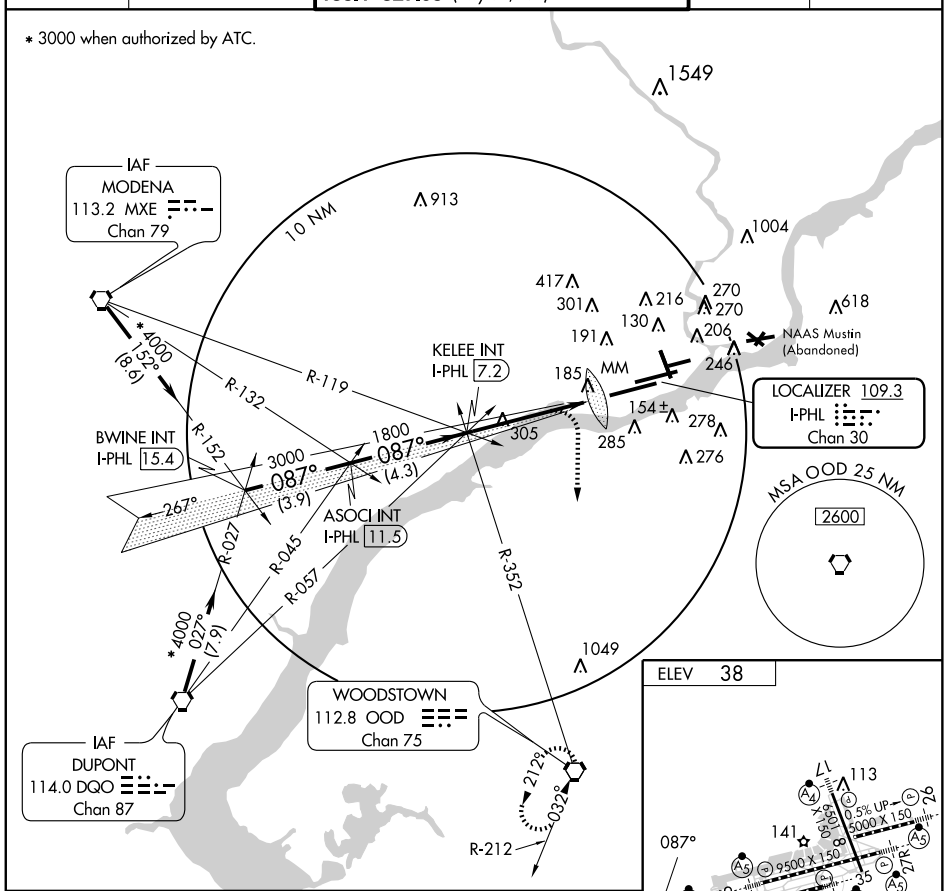
NA

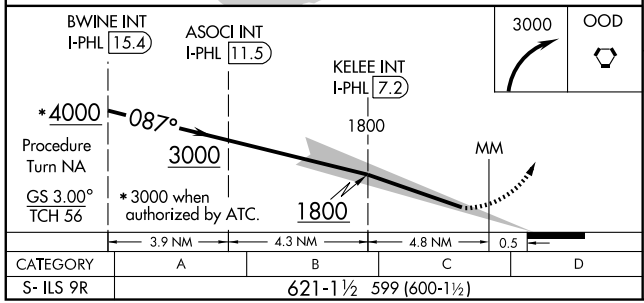
ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

* 3000 when authorized by ATC.





CATEGORY	A	B	C	D
S- ILS 9R	621-1½	599 (600-1½)		

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

CONVERGING ILS RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply.
Visibility reduction by helicopters NA.
NA Simultaneous converging approaches authorized with Rwy 9R.

MALSF

MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

IAF POTTSTOWN 116.5 PTW Chan 112

3000 137° (13)

3000 254° (22)

IAF YARDLEY 108.2 ARD Chan 19

ALTERNATE MISSED APCH FIX

109° 289° R-109

YARDLEY 108.2 ARD Chan 19

MISSED APCH FIX

049° 229° R-049

NORTH PHILADELPHIA PNE 112.0

R-254 (IF) COWAD INT I-MYY 14.2

R-137

2000 (T) 169°

HYILL INT I-MYY 7.2

1549

913

R-087

1004

113.2 MXE Chan 79

417 301 191 185

216 270 130 270 206 246

618

NAAS Mustin (Abandoned)

10 NM

154 ± 278 285 276

LOCALIZER 108.75 I-MYY Chan 24(Y)

MSA OOD 25 NM

2600

1049

WOODSTOWN 112.8 OOD Chan 75

RADAR REQUIRED

ELEV 36

169°

TDZE 10

17 113 26 8 141 35 27R 27L 147 145 9R 112 ±

0.5% UP 6500 X 150 5000 X 150 9500 X 150 10506 X 200

COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.2

3000 169° 2000

GS 3.00° TCH 52

2000

7 NM 6 NM

3000 PNE

CATEGORY	A	B	C	D
S-ILS 17	650-2 640 (700-2)			690-2¼ 680 (700-2¼)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

DUPONT FOUR ARRIVAL (HEDGE.DPNT4)

08101

ST-320 (FAA)

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .

. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.

NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195

14

R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K

R-346

14

ATLANTIC CITY
108.6 ACY
Chan 23

015° (23)

R-226

13

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

R-246

R-133

R-276

HEDGE
N38°53.54′
W75°50.24′

25

046° (13)

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

R-265

(9)

45

(15)

R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

R-248

18,000
064°
(78)

R-234

R-226

WATERLOO
112.6 ATR
Chan 73

N

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042°
(87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046°
(30)

R-334

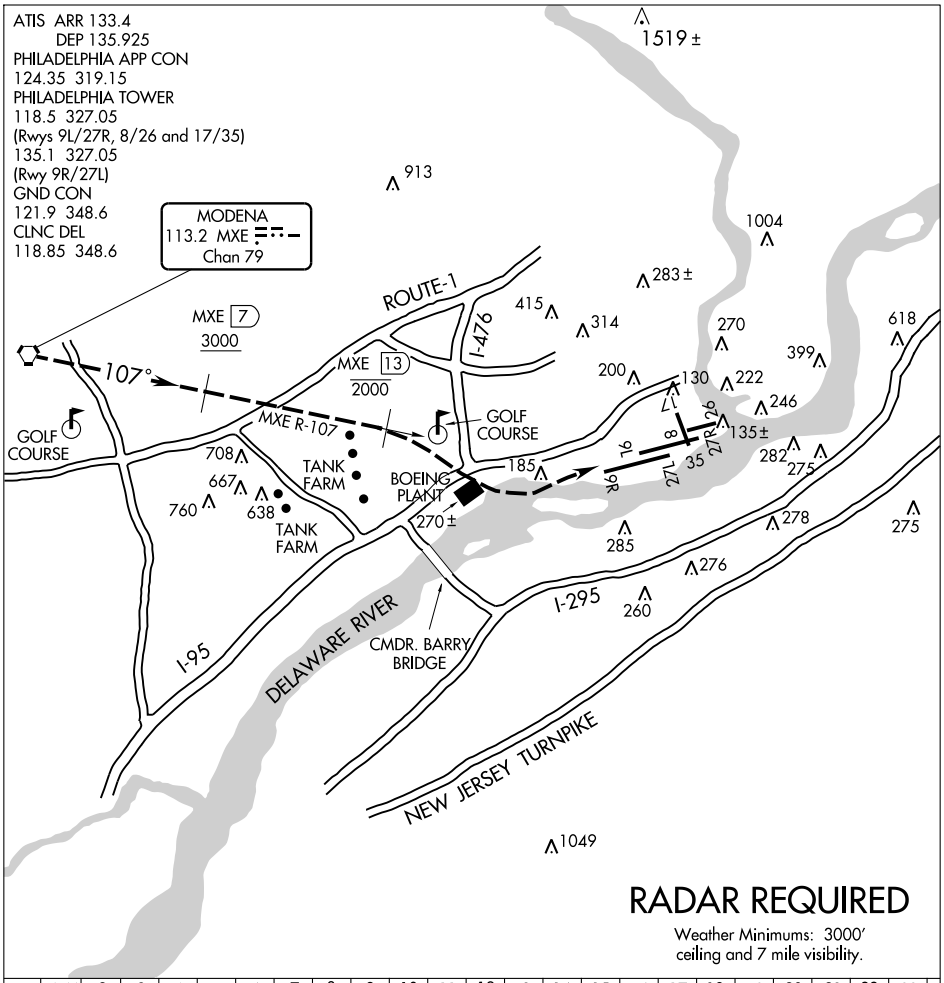
SNOW HILL
112.4 SWL
Chan 71

NOTE: Chart not to scale.

FREEDOM VISUAL RWY 9L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



RADAR REQUIRED

Weather Minimums: 3000′ ceiling and 7 mile visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

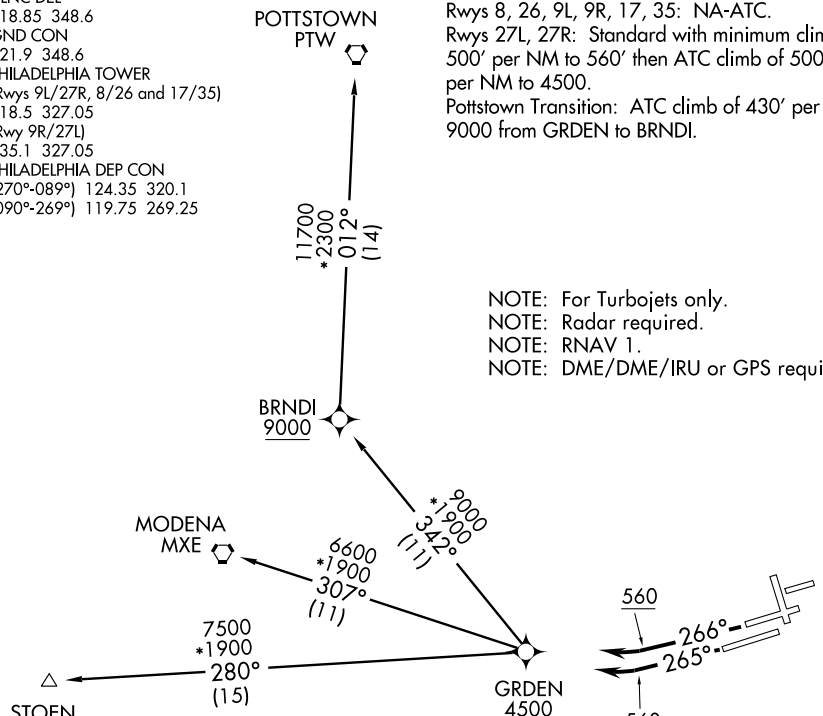
Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.

GRDEN ONE DEPARTURE (RNAV)

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1
(090°-269°) 119.75 269.25

TAKE-OFF MINIMUMS:
Rwys 8, 26, 9L, 9R, 17, 35: NA-ATC.
Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560' then ATC climb of 500' per NM to 4500.
Pottstown Transition: ATC climb of 430' per NM to 9000 from GRDEN to BRNDI.



TAKE-OFF OBSTACLES:

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

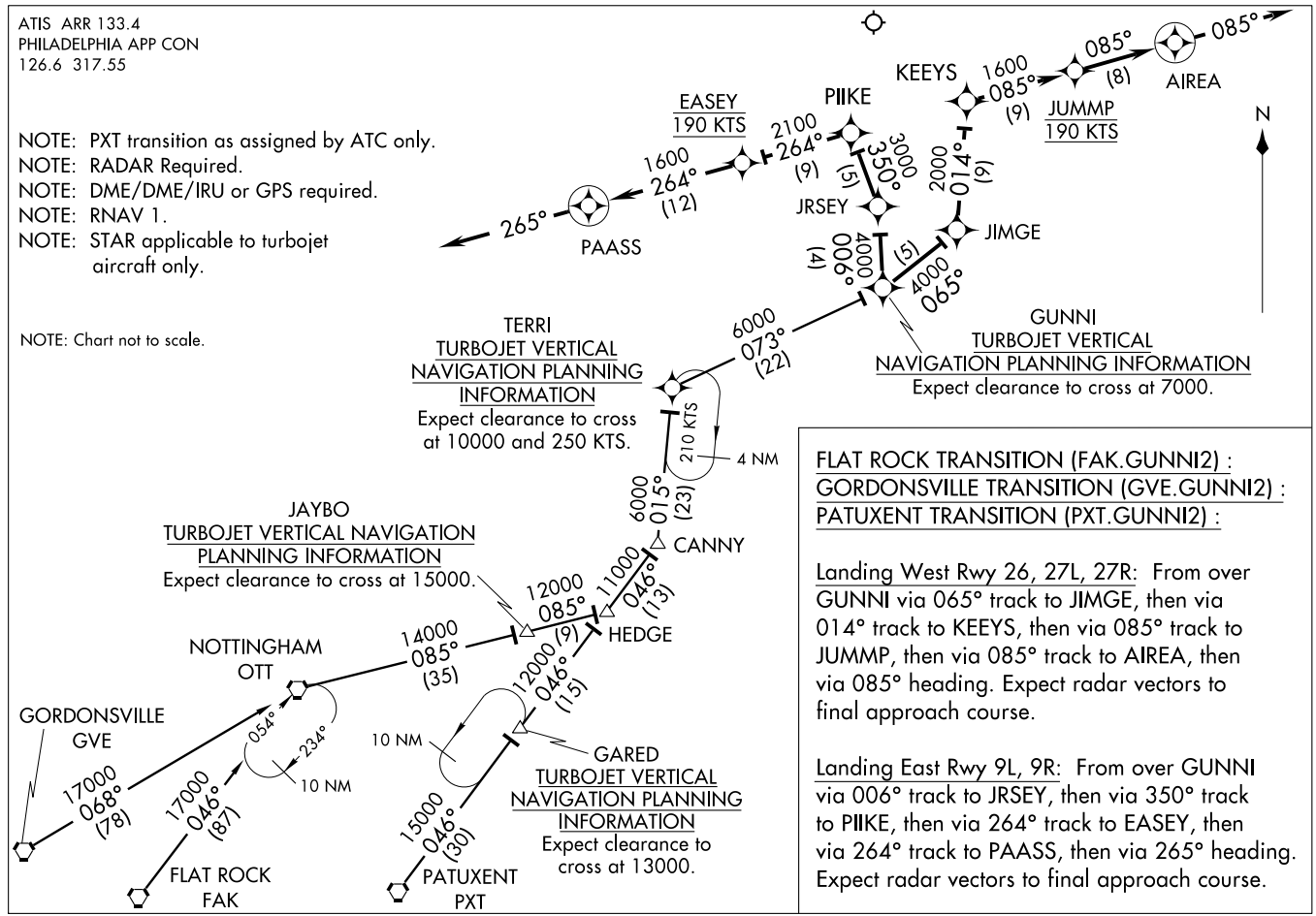
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then right turn direct GRDEN, thence....
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then right turn direct GRDEN, thence....

....(Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (GRDEN1.MXE):
POTTSTOWN TRANSITION (GRDEN1.PTW):
STOEN TRANSITION (GRDEN1.STOEN):



FLAT ROCK TRANSITION (FAK.GUNNI2) :
GORDONSVILLE TRANSITION (GVE.GUNNI2) :
PATUXENT TRANSITION (PXT.GUNNI2) :

Landing West Rwy 26, 27L, 27R: From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over GUNNI via 006° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

(GUNNI.GUNNI2) GUNNI TWO ARRIVAL (RNAV)

10154

ST-320 (FAA)

PHILADELPHIA INTL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA, PENNSYLVANIA AL-320 (FAA)

ILS or LOC/DME RWY 27R

PHILADELPHIA INTL (PHL)

LOC/DME I-PDP	APP CRS	Rwy Idg	27R	27L
108.95	266°	TDZE	9500	10506
Chan 26 (Y)		Apt Elev	11	10
			36	36

▼ ▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR (A5) 27L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
R-115
054°
234°
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

(IAF)
MENGE
ARD 15

108.2 ARD
Chan 19

Procedure NA for arrivals at MENGE via V479 northbound.

3000
200°
(5.1)

3000
266°
(5.5)
(IAF)
ENZEW
RBV 23.1
086°

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

(IF)
MRTIN INT
I-PDP 11.3

R-200

JALTO
I-PDP 6.1

HADNI
I-PDP 2

MXE
R-115

1549 1004 417 301 216 270 130 270 191 206 246 388 618 2100 266° (5.1) 185 154± 285 282 278 276

10 NM

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

ELEV 36

1500 3000 MXE
MXE R-115

JALTO I-PDP 6.1
MRTIN INT I-PDP 11.3
Procedure Turn NA
2100
3000
266°
HADNI I-PDP 2
I-PDP 0.2
I-PDP DME ANT.
2100
GS 3.00°
TCH 52
*740
*LOC only
VGSI and ILS glidepath not coincident.
0.2 2 NM 4.1 NM 5.1 NM

266° 6.3 NM from FAF

113 17 141 0.5% UP 5000 X 150 9500 X 150 10506 X 200 TDZE 11 145 147 112± TDZE 10 REIL Rwys 9L and 35 TDZ/CL Rwy 9R HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-½)			
S-LOC 27R	500/24 489 (500-½)		500/40 489 (500-¾)	500/50 489 (500-1)
SIDESTEP 27L	500 -1 490 (500-1)			500-1½ 490 (500-1½)
CIRCLING	540 -1 504 (600-1)	640 -1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-VII	APP CRS	Rwy Idg 9500
108.95 Chan 26 (Y)	085°	TDZE 13
		Apt Elev 36

ILS or LOC RWY 9L

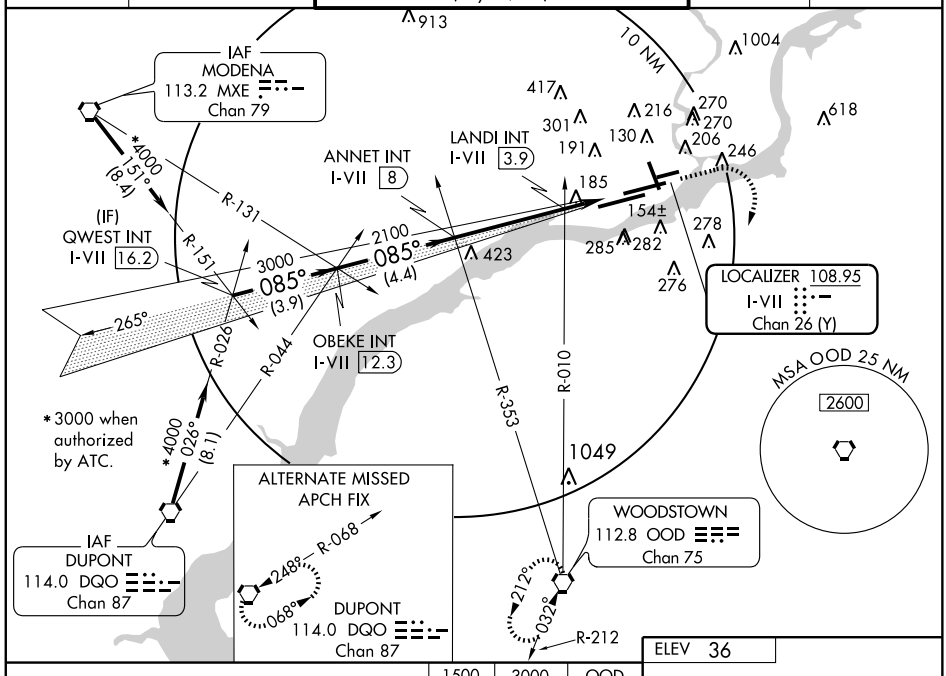
PHILADELPHIA INTL (PHL)

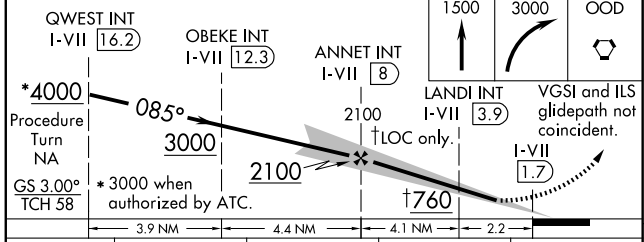
** RVR 1800 authorized with use of FD or AP or HUD to DA.

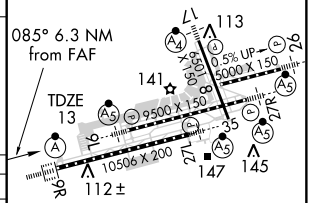
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6







CATEGORY	A	B	C	D
S-ILS 9L	** 213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	760-2 747 (800-2)
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2¼ 724 (800-2¼)	760-2½ 724 (800-2½)
LANDI FIX MINIMUMS				
S-LOC 9L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

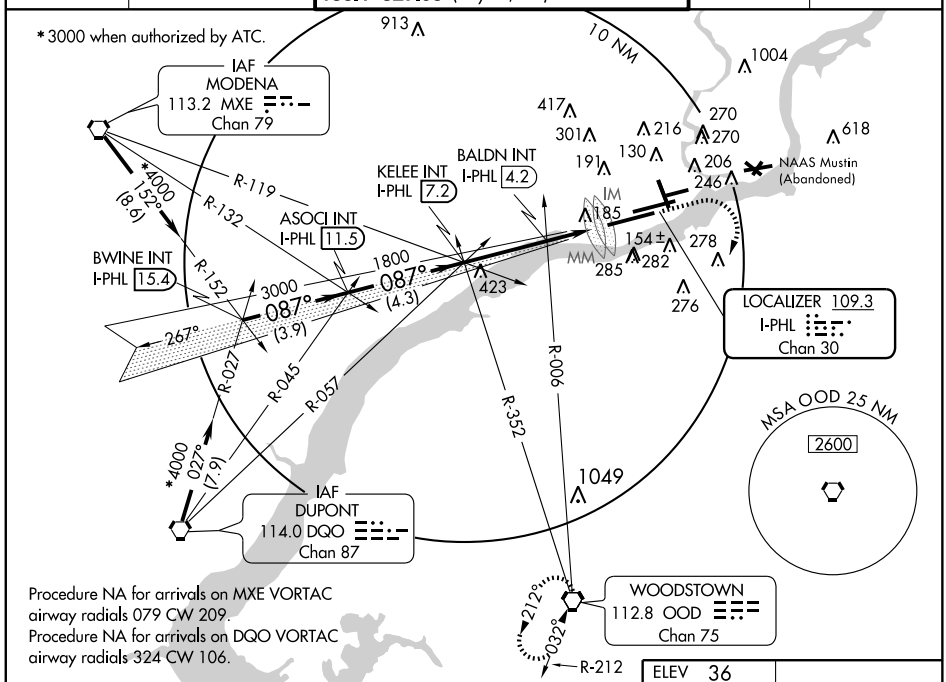
ILS or LOC RWY 9R

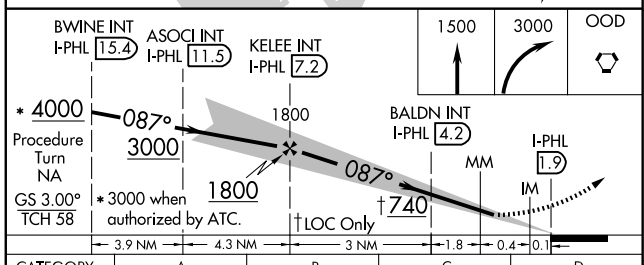
PHILADELPHIA INTL (PHL)

ALSF-2

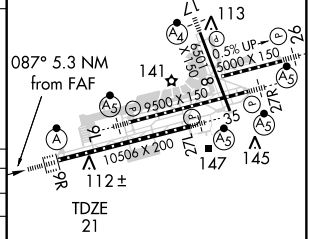
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1½ 719 (800-1½)	740-1¾ 719 (800-1¾)
CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

ILS or LOC RWY 17

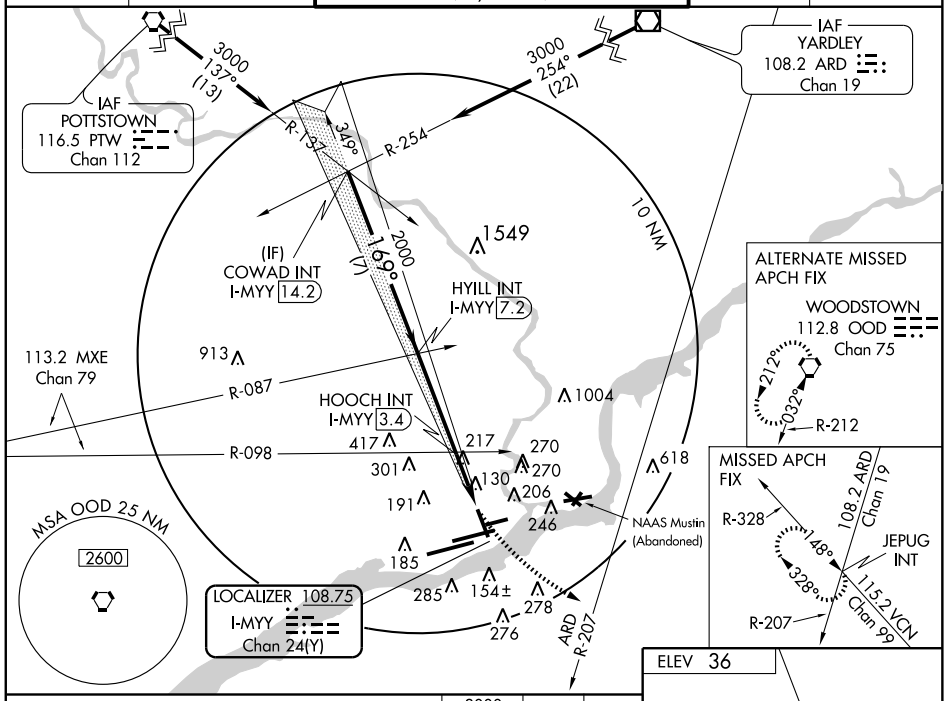
PHILADELPHIA INTL (PHL)

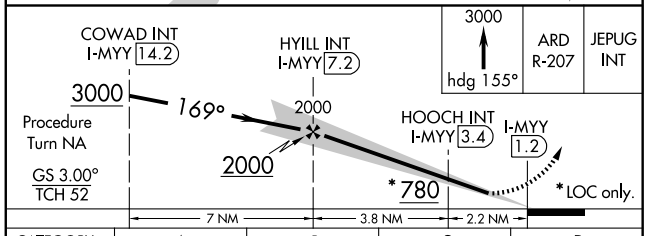
Inoperative table does not apply.
Visibility reduction by helicopter NA.

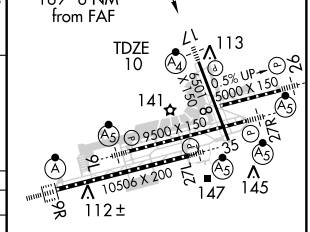
MALSF

MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 17		260/50	250 (300-1)	
S-LOC 17	780/50 770 (800-1)	780/60 770 (800-1¼)	780-2¼ 770 (800-2¼)	780-2½ 770 (800-2½)
CIRCLING	780-1 744 (800-1)	780-1¼ 744 (800-1¼)	780-2¼ 744 (800-2¼)	780-2½ 744 (800-2½)
HOOCH FIX MINIMUMS				
S-LOC 17	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-GLC	APP CRS	Rwy Idg	10506
109.3	265°	TDZE	10
Chan 30		Apt Elev	36

ILS or LOC RWY 27L

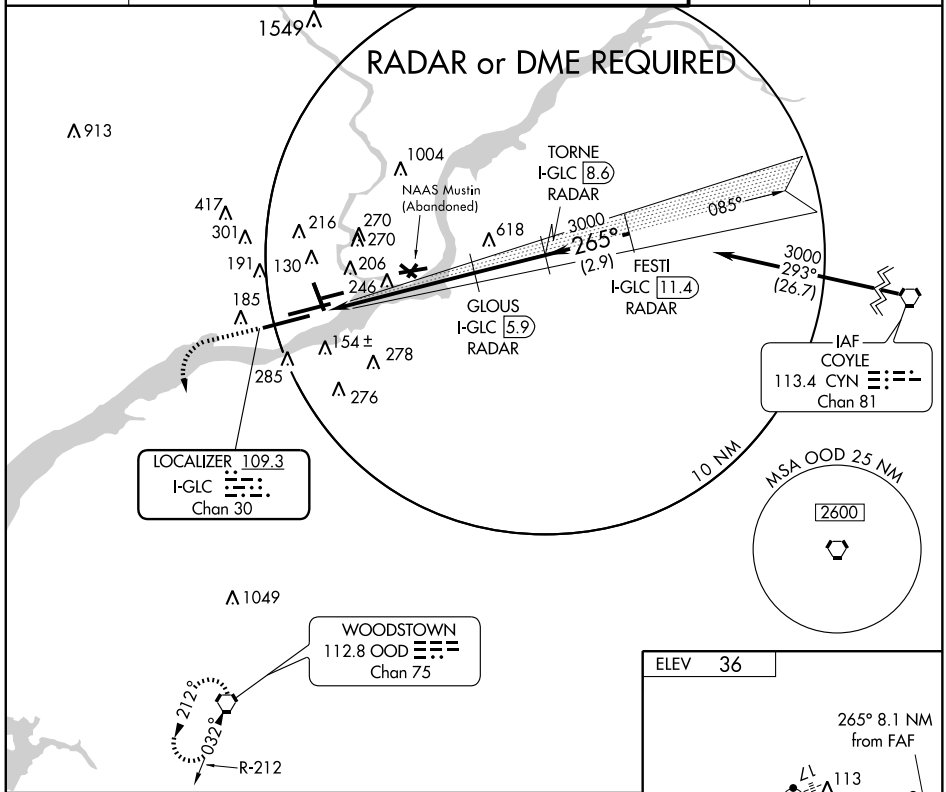
PHILADELPHIA INTL (PHL)

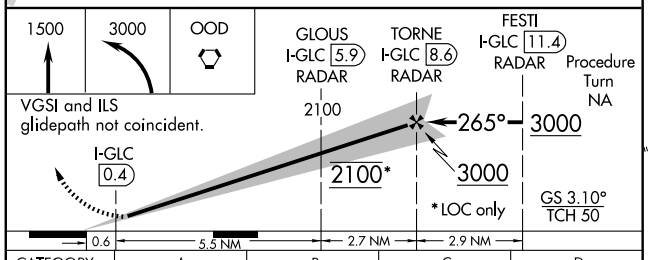
ILS unusable from .60 NM inbound to threshold.

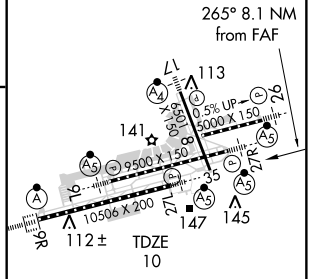
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			
S-LOC 27L	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-4. 03 JUN 2010 to 01 JUL 2010

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

ILS PRM RWY 26
(SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-LLH	APP CRS	Rwy Idg 5000
111.55	263°	TDZE 36
Chan 52 (Y)		Apt Elev 36

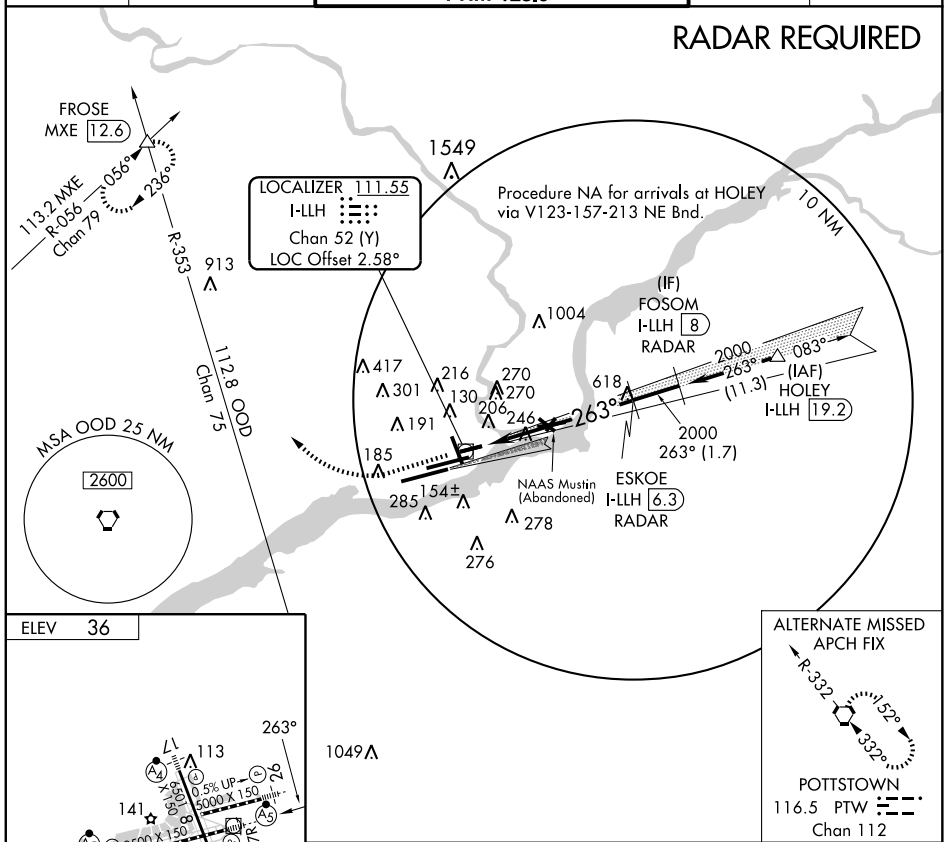
Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

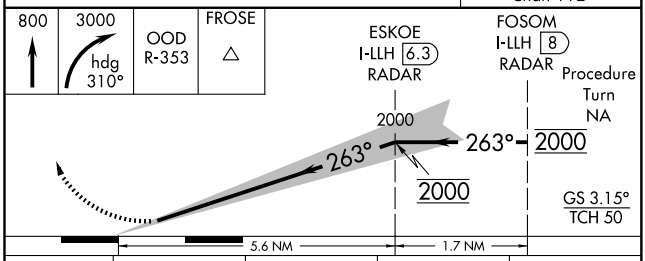
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L) PRM 123.6		

RADAR REQUIRED





REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 26	286/40	250 (300-¾)		NA

NE-4, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:
 (a) Minimums and missed approach procedures are unchanged.
 (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

 (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

 (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

 "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-GLC	APP CRS	Rwy Idg 10506
109.3	265°	TDZE 10
Chan 30		Apt Elev 36

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		
		PRM 120.425		

RADAR REQUIRED

913

1004

NAAS Muslin (Abandoned)

417

301

216

130

206

270

270

246

388

618

191

185

154±

285

278

276

1049

10 NM

TORNE I-GLC 8.6 RADAR

(IF) FESTI I-GLC 11.4 RADAR

3000

265°

085°

(2.9)

ALTERNATE MISSED APCH FIX

R-248

248°

068°

DUPONT

114.0 DQO

Chan 87

LOCALIZER 109.3

I-GLC

Chan 30

MSA OOD 25 NM

2600

WOODSTOWN

112.8 OOD

Chan 75

R-212

212°

032°

ELEV 36

265°

113

141

147

145

112±

10506 X 200

9500 X 150

6500 X 150

0.5% UP

5000 X 150

TDZE 10

1500

3000

OOD

GLOUS I-GLC 5.9 RADAR

TORNE I-GLC 8.6 RADAR

FESTI I-GLC 11.4 RADAR

Procedure Turn NA

3000

265°

265°

3000

3000

GS 3.10°

TCH 50

ILS unusable from 0.6 NM to Thld. VGSI and ILS glidepath not coincident.

6.1 NM

2.7 NM

2.9 NM

CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			

REIL Rwys 9L and 35

TDZ/CL Rwy 9R

HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:
 (a) Minimums and missed approach procedures are unchanged.
 (b) Monitor frequency no longer required.
 (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

 (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

 (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

 "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4, 03 JUN 2010 to 01 JUL 2010

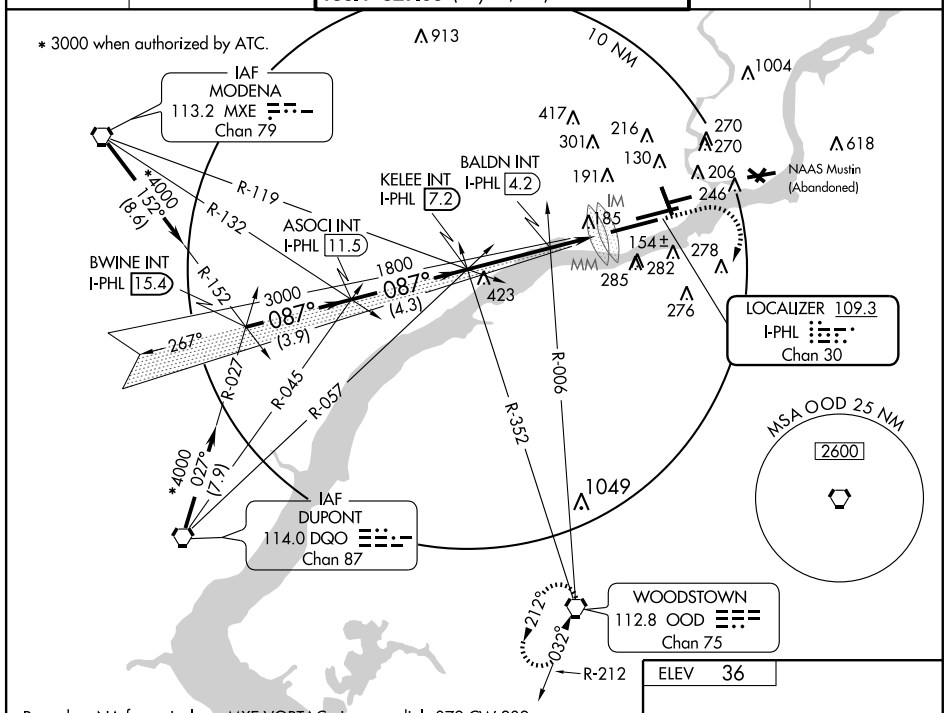
LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT II)
PHILADELPHIA INTL (PHL)

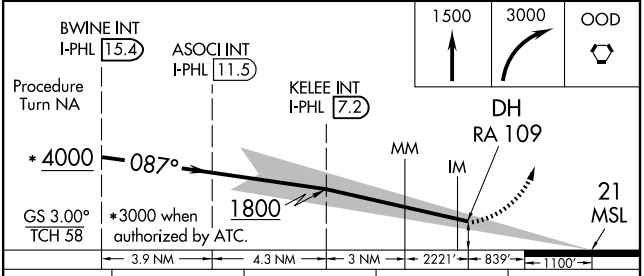
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



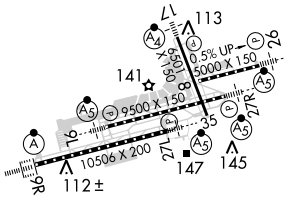
Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R	RA 109/12 100 DA 121			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 36



TDZE 21

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

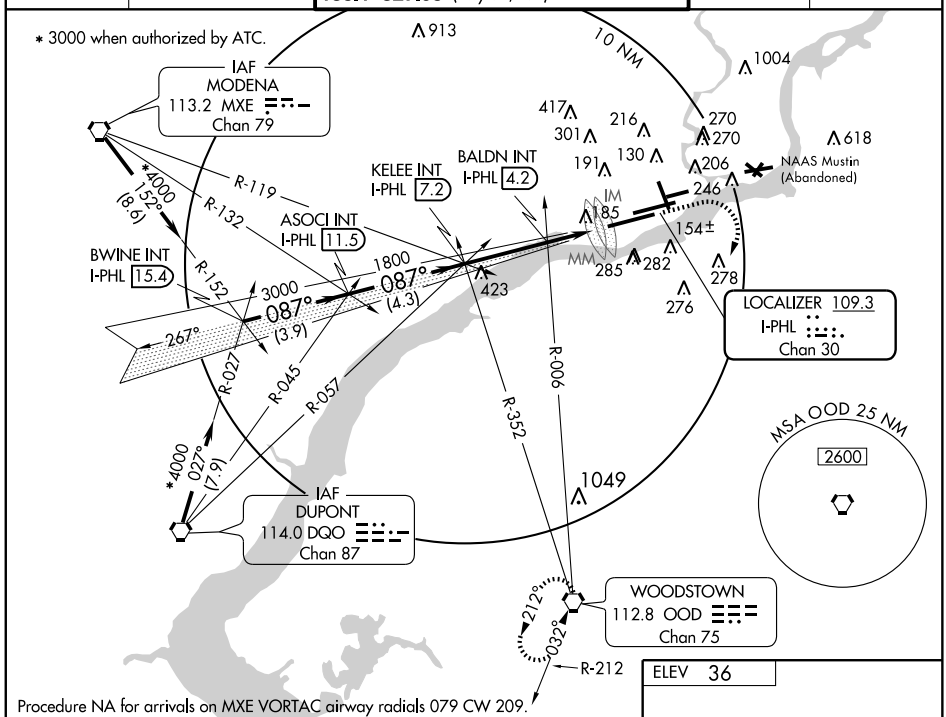
ILS RWY 9R (CAT III)

PHILADELPHIA INTL (PHL)

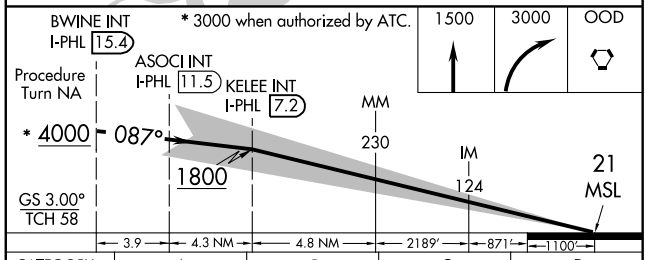
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



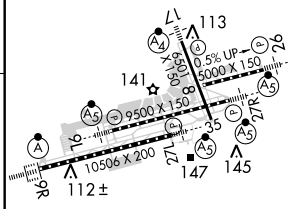
Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R		CAT IIIa	RVR07	
S-ILS 9R		CAT IIIb	RVR06	
S-ILS 9R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LLH	APP CRS	Rwy Idg	5000
111.55	263°	TDZE	38
Chan 52 (Y)		Apt Elev	38

ILS RWY 26

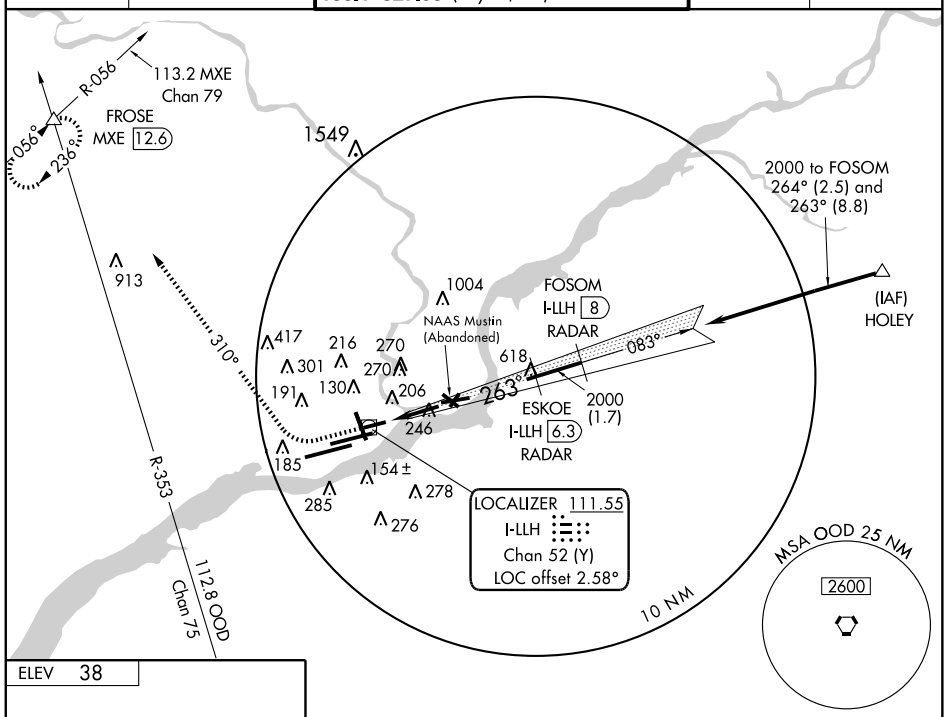
PHILADELPHIA INTL (PHL)

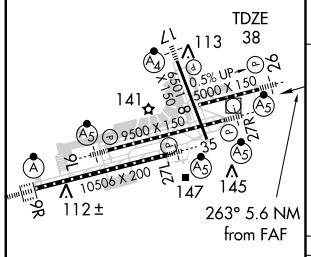
Inoperative table does not apply to S-ILS 26 all Cats. For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

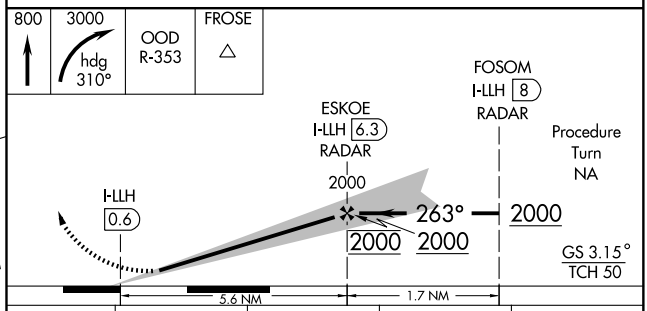
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 26	288/40 250 (300-¾)			NA
S-LOC 26	700/40 662 (700-¾)		700/60 662 (700-1¼)	NA
CIRCLING	700-1 662 (700-1)		700-1¾ 662 (700-1¾)	NA

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PDP	APP CRS	Rwy Idg	9500
108.95	266°	TDZE	11
Chan 26 (Y)		Apt Elev	36

ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
R-115
054°
234°
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

(IAF)
MENGE
ARD 15

108.2 ARD
Chan 19

Procedure NA for arrivals at MENGE via V479 northbound.

3000
200°
(5.1)

3000
266°
(5.5)
(IAF)
ENZEW
RBV 23.1

086°

266°
(5.1)

(IF)
MRTIN INT
I-PDP 11.3

JALTO
I-PDP 6.1

R-200

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

MXE
R-115

1549
1004
417
301
216
270
270
130
191
246
206
185
388
618
2100
154±
285
282
278
276

10 NM

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

ELEV 36

1500	3000	MXE
	MXE R-115	

VGSI and ILS glidepath not coincident.

Procedure Turn NA

JALTO
I-PDP 6.1

MRTIN INT
I-PDP 11.3

I-PDP
DME ANTENNA

DH
RA 102
11
MSL

2100

266°

3000

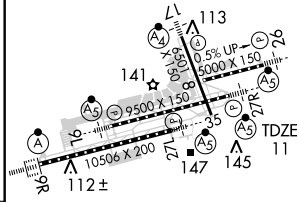
2100

GS 3.00°
TCH 52

11180' 919' 6.1 NM 5.1 NM

CATEGORY	A	B	C	D
S-ILS 27R	RA 102/12 100 DA 111			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

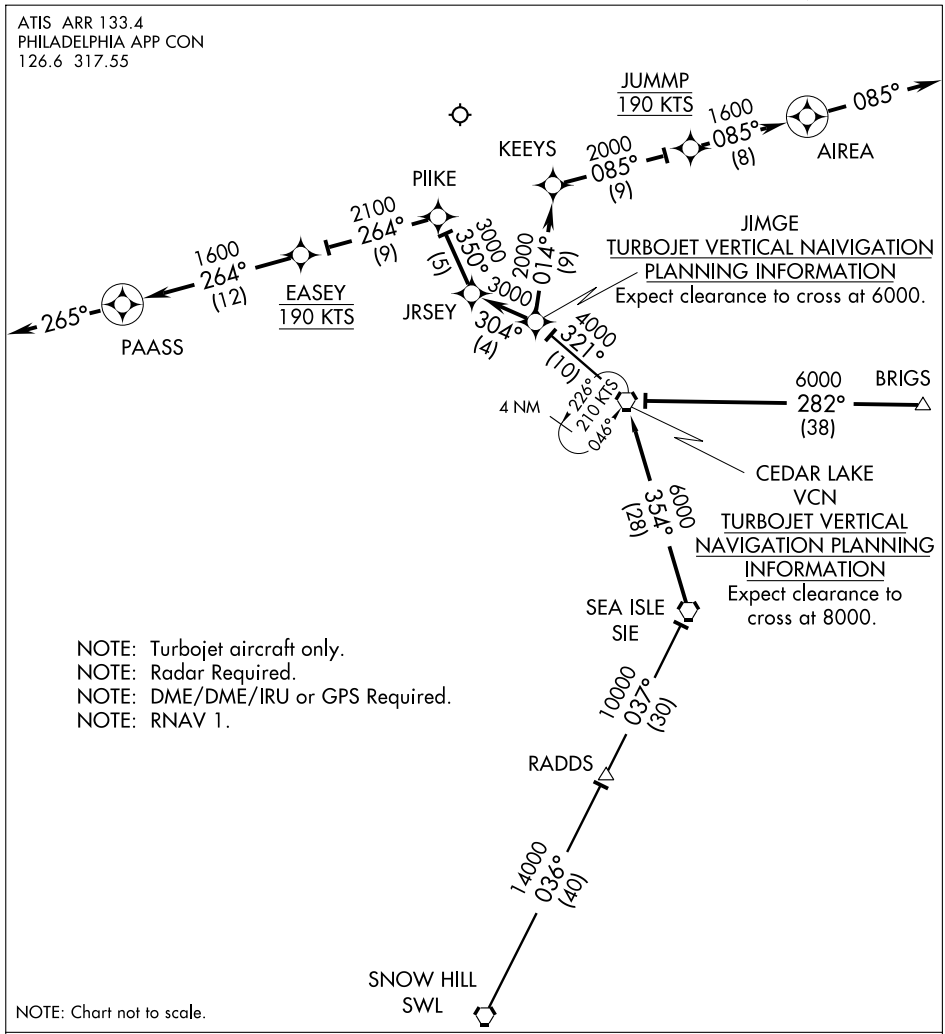


REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

JIMGE TWO ARRIVAL (RNAV)

ST-320 (FAA)



BRIGS TRANSITION (BRIGS.JIMGE2):
SNOW HILL TRANSITION (SWL.JIMGE2):

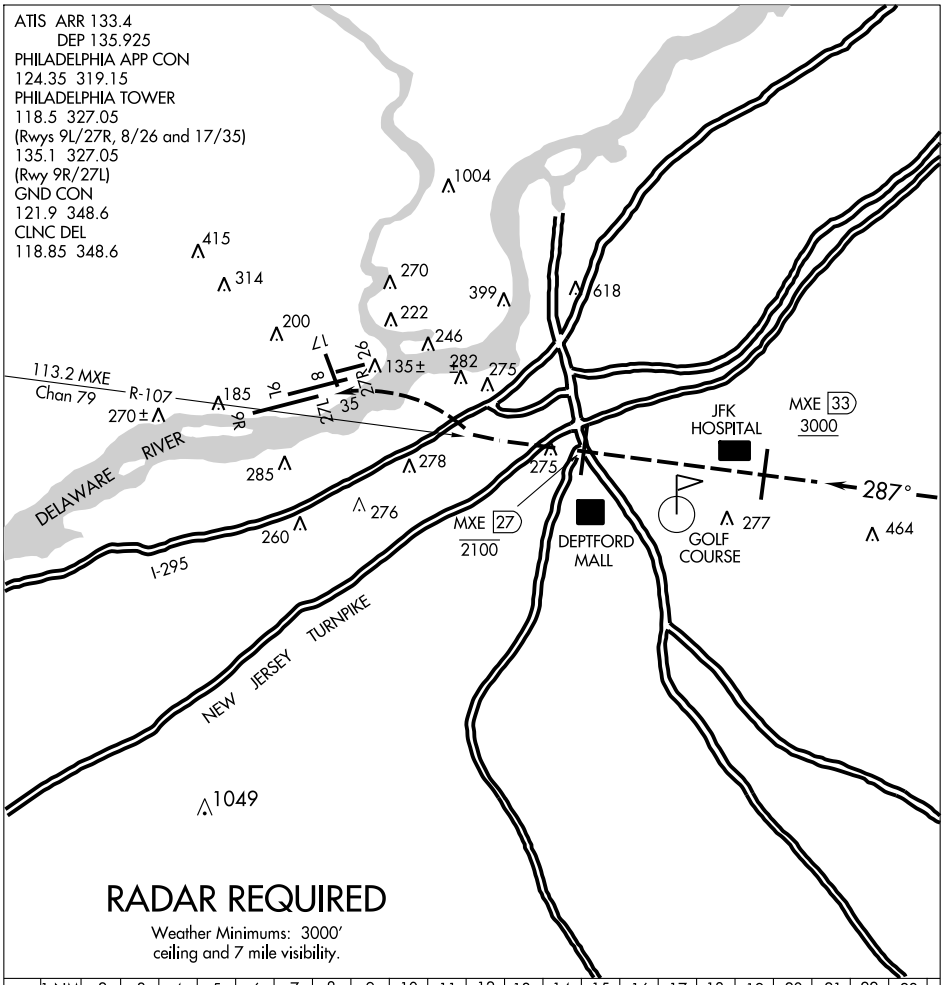
Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

MIFLN ONE DEPARTURE (RNAV)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

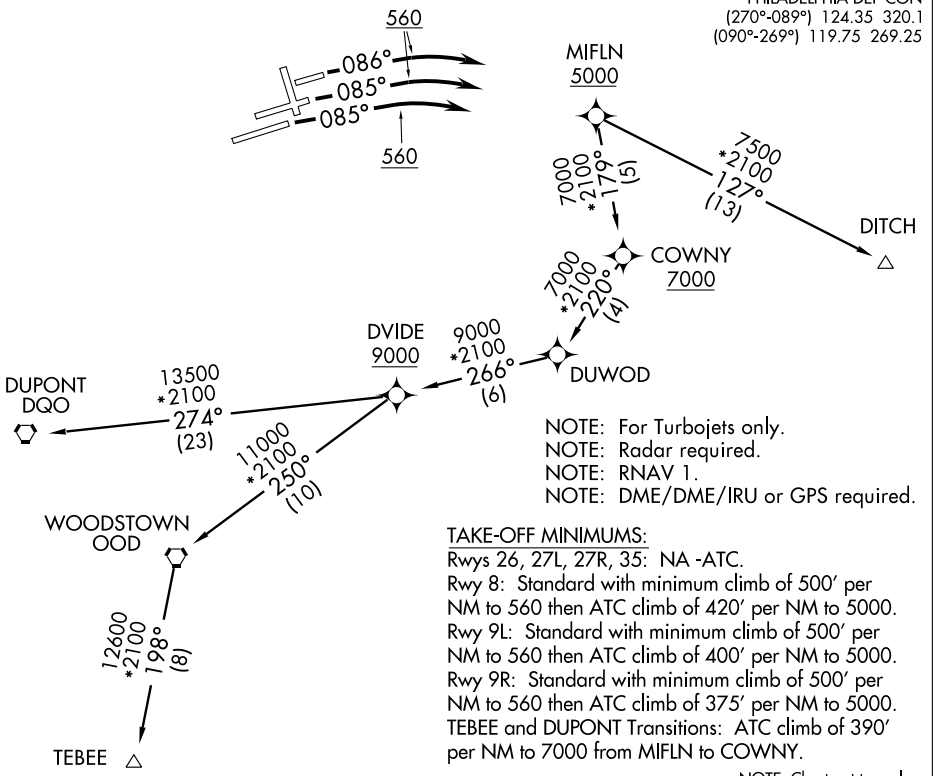
TAKE-OFF OBSTACLES:

Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL. Crane 1 NM from DER, 868' left of centerline, 197' AGL/208' MSL. Multiple cranes beginning 5928' from DER, 182' right of centerline up to 210' AGL/220' MSL.

Rwy 9L: Tree 593' from DER, 633' left of centerline,12' AGL/26' MSL.

Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1
(090°-269°) 119.75 269.25



NOTE: For Turbojets only.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKE-OFF MINIMUMS:

Rwys 26, 27L, 27R, 35: NA -ATC.
Rwy 8: Standard with minimum climb of 500' per NM to 560 then ATC climb of 420' per NM to 5000.
Rwy 9L: Standard with minimum climb of 500' per NM to 560 then ATC climb of 400' per NM to 5000.
Rwy 9R: Standard with minimum climb of 500' per NM to 560 then ATC climb of 375' per NM to 5000.
TEBEE and DUPONT Transitions: ATC climb of 390' per NM to 7000 from MIFLN to COWNY.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then right turn direct MIFLN, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then right turn direct MIFLN, thence....

....(Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (MIFLN1.DITCH):
DUPONT TRANSITION (MIFLN1.DQO):
TEBEE TRANSITION (MIFLN1.TEBEE):

NE-4, 03 JUN 2010 to 01 JUL 2010

PHILADELPHIA EIGHT DEPARTURE

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05

ALLENTOWN
117.5 FJC
Chan 122
N40°43.60'-W75°27.29'
L-30-33-34, H-10-12

YARDLEY
108.2 ARD
Chan 19
N40°15.20'-W74°54.46'
L-34, H-10-12

NORTH DEP CON
124.35 319.15

POTTSTOWN
116.5 PTW
Chan 112
N40°13.34'-W75°33.62'
L-34, H-10-12

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

MODENA
113.2 MXE
Chan 79
N39°55.08'-W75°40.25'
L-34, H-10-12

R-200

R-238

ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14'-W74°29.70'
L-34, H-10-12

R-240

STOEN
N39°50.29'
W75°47.92'
L-34
H-10-12

I-PDP 3

349° 086° 240° 085° 255° 255° 169°

SOUTH DEP CON
119.75 269.25

RUUTH
N39°51.02'
W74°59.99'
L-34

R-327

DITCH
N39°47.63'
W74°43.00'
L-34, H-10-12

R-274

COYLE
113.4 CYN
Chan 81
N39°49.04'-W74°25.90'
L-34, H-10-12

DUPONT
114.0 DQO
Chan 87
N39°40.69'-W75°36.43'
L-34, H-10-12

WOODSTOWN
112.8 OOD
Chan 75
N39°38.16'-W75°18.18'
L-34, H-10-12

R-047

CEDAR LAKE
115.2 VCN
Chan 99
N39°32.26'-W74°58.03'
L-34, H-10-12

SMYRNA
111.4 ENO
Chan 51
N39°13.90'-W75°30.96'
L-34, H-10-12

TAKE-OFF MINIMUMS:
Rwy 26, NA-Obstacles.
Rwy 27L, STANDARD.
Rwy 27R, Standard. ATC climb of 325' per NM to 500.
Rwy 8, Standard with minimum climb of 320' per NM to 900.
Rwy 9L, Standard with minimum climb of 390' per NM to 500.
Rwy 9R, Standard with minimum climb of 310' per NM to 500.
Rwy 17, 200-1 or Standard with minimum climb of 400' per NM to 300.
Rwy 35, Standard with minimum climb of 264' per NM to 1400.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-4, 03 JUN 2010 to 01 JUL 2010

PHILADELPHIA EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence
TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence
TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence
TAKE-OFF RUNWAY 8: Fly heading 086°, Thence
TAKE-OFF RUNWAY 17: Fly heading 169°, Thence
TAKE-OFF RUNWAY 35: Fly heading 349°, Thence

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

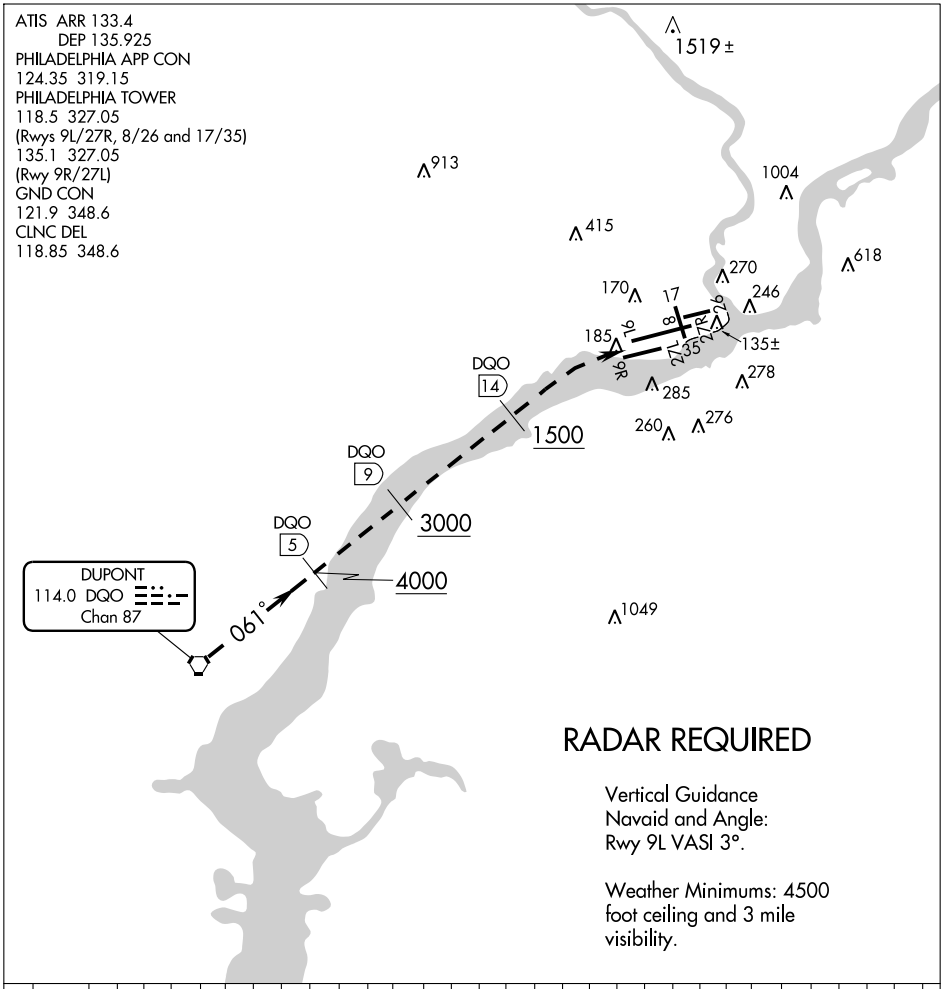
Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.
Rwy 17: Multiple trees beginning 1115′ from DER, 286′ left of centerline, up to 56′ AGL/65′ MSL. Rod on tower 1617′ from DER, 847′ right of centerline, 68′ AGL/77′ MSL. Ship in channel 3500′ from DER, 86′ left of centerline, 188′ AGL/188′ MSL.
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ right of centerline, up to 40′ AGL/49′ MSL.
Rwy 35: Sign and multiple light poles and trees beginning 1232′ from DER, 205′ left of centerline, up to 114′ AGL/128′ MSL. Multiple signs and light poles beginning 1709′ from DER, 644′ right of centerline, up to 69′ AGL/83′ MSL.

NE-4, 03 JUN 2010 to 01 JUL 2010

RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



1 NM	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

WAAS	APP CRS	Rwy Idg	6501
CH 86222	169°	TDZE	10
W17A		Apt Elev	36

RNAV (GPS) RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3000 direct JEPUG and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

(IAF) POTTSTOWN PTW

3000 138° (13)

(IAF) YARDLEY ARD

3000 254° (22)

Procedure NA for arrivals at ARD VOR/DME on airway radials 200 CW 304.

(IF) COWAD

2000 169° (7)

(FAF) HYILL

HOOCH 2.2 NM to RW17

NAAS Mustin (Abandoned)

RW17

MSA RW17 25 NM

2600

MISSED APCH FIX

4 NM 328° 048° JEPUG

ELEV 36

169° to RW17

TDZE 10

0.5% UP

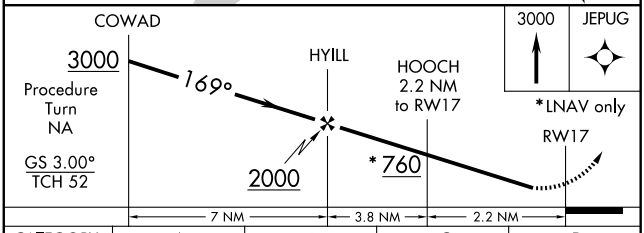
6501 X 150

5000 X 150

9500 X 150

10506 X 200

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	322/50		312 (300-1)	
LNAV/VNAV DA	634-2¼		624 (600-2¼)	
LNAV MDA	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

APP CRS	Rwy Idg	5000
266°	TDZE	36
	Apt Elev	36

For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopers NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals at MENGE via V479 northbound, at ENZEW via V123-157 northeastbound, and at ALBEK via V312 eastbound.

FROSE 057° 237° 4 NM

1549 913 1004 417 301 216 270 399 618 130 206 191 246 185 285 154± 278 276 1049

(IAF) MENGE 3300 200° (4.8)

(IAF) ENZEW 3300 269° (5.4)

2000 266° (5.1)

334°

(FAF) KANKE

(IF) FERIN

ZOKAR 3 NM to RW26

RW26

FERTA

(IAF) ALBEK 3300 349° (9.6)

MSA RW 26 25 NM 2600

ELEV 36

266° to RW26

TDZE 36

0.5% UP

9500 X 150

10506 X 200

141 113 112± 147 145

3000	FERTA	trk 334°	FROSE

KANKE FERIN

ZOKAR 3 NM to RW26

1.2 NM to RW26

RW26

266° 3300

2000

1040 3.06° TCH 50

Procedure Turn NA

1.2 1.8 2.9 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	500/40 464 (500-¾)			NA
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10506
CH 97322	266°	TDZE	10
W27A		Apt Elev	36

RNAV (GPS) RWY 27L

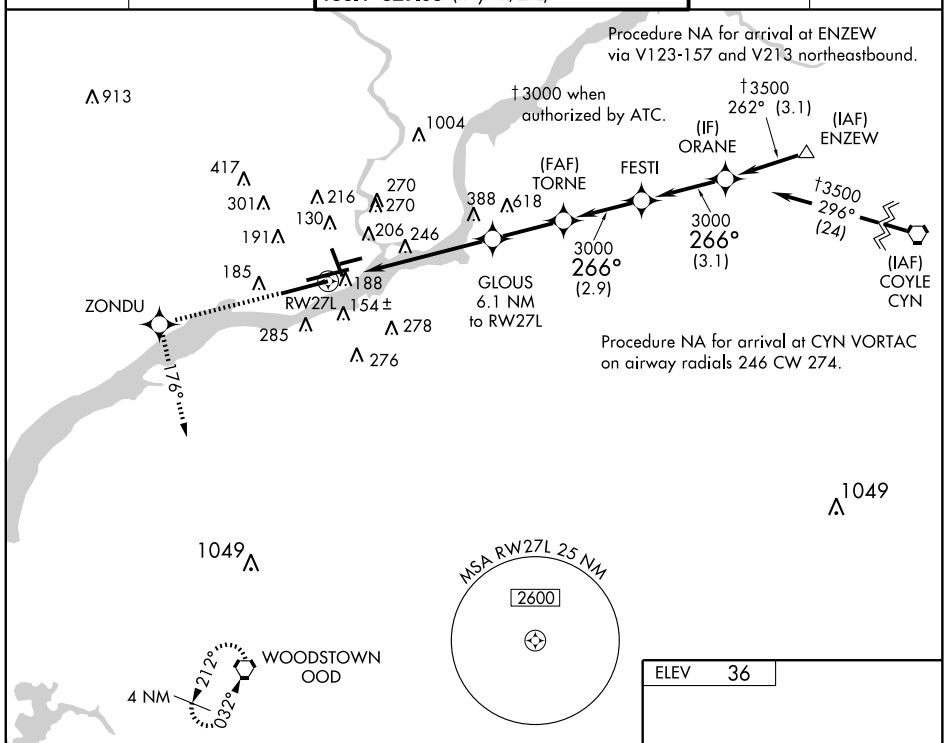
PHILADELPHIA INTL (PHL)

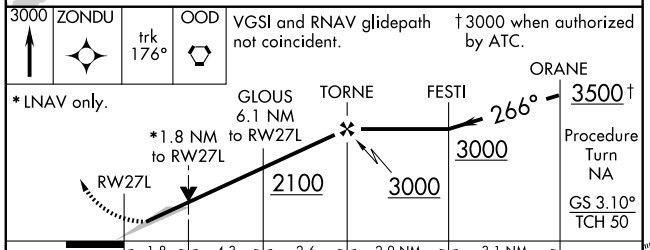
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

MALSR

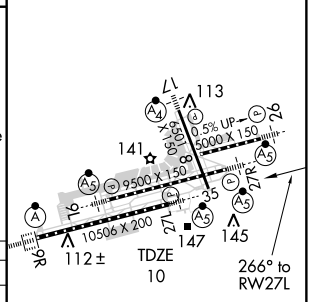
MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
LPV DA	260/24 250 (300-½)			
LNAV/ VNAV DA	458/50 448 (500-1)			
LNAV MDA	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH **90122**	**266°**	Rwy Idg	**9500**
W27B		TDZE	**11**
		Apt Elev	**36**

RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR **133.4**	**124.35 319.15**	**118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35)	**121.9 348.6**	**118.85 348.6**
DEP **135.925**		**135.1 327.05** (Rwy 9R/27L)		

MISSED APCH FIX

MODENA
MXE
055°
235°
4 NM

†3000 when authorized by ATC.

1549 913 1004 417 216 270 270 399 618 301 191 130 206 246 185 188 285 154± 276 278

3000
266°
(2.8)
†3500
267°
(2.8)
(IAF)
ENZEW
(IF)
DUCVA
2100
266°
(5.1)
MRTIN
(FAF)
JALTO
292°
RW27R
LANDI

Procedure NA for arrivals at ENZEW via V123-157 and V213 northeastbound.

MSA RW27R 25 NM
2600

ELEV 36

266° to RW27R

17 113 26 141 0.5% UP 6500 X 150 5000 X 150 9500 X 150 35 27 TDZE 11 10506 X 200 9R 112± 147 145

3000	LANDI	trk 292°	MXE

VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.

*LNAV only

DUCVA
MRTIN
JALTO
*2 NM to RW27R
RW27R
266°
3500 †
Procedure Turn NA
GS 3.00°
TCH 53
3000
2100

2 NM 4.3 5.1 NM 2.8 NM

CATEGORY	A	B	C	D
LPV DA	267/24 256 (300-½)			
LNAV/VNAV DA	520/60 509 (500-1¼)			
LNAV MDA	720/24 709 (700-½)		720-1½ 709 (700-1½)	720-1¾ 709 (700-1¾)
CIRCLING	720-1 684 (700-1)		720-2 684 (700-2)	720-2¼ 684 (700-2¼)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

APP CRS	Rwy Idg	6501
349°	TDZE	14
	Apt Elev	36

RNAV (GPS) RWY 35

PHILADELPHIA INTL (PHL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and via 334° track to MUDNE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

MISSED APCH FIX
4 NM
057°
237°
MUDNE

334°
1004
417
301
216
WERDI
191
270
270
618
206
30
NAAS Mustin
(Abandoned)
246
185
188
RW35
154±
285
278
276
CEMEK
2.5 NM to
RW35
281
(FAF)
HARLU
2000
(6)
349°

Procedure NA for arrivals on
OOD VORTAC via V123-157
southwest bound.

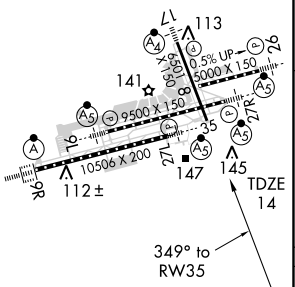
1049
1049
ALBEK
4700
243°
(5.1)
3000
259°
(7)
(IAF)
KUSLE

(IAF)
WOODSTOWN
OOD
3000
079°
(8.3)
(IF)
JEPUG

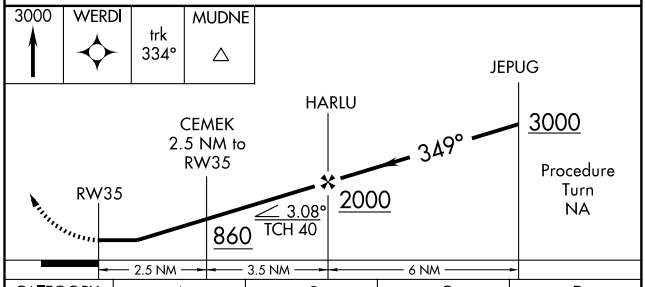
MSA RW35 25 NM
2600

3000
328°
(11.8)
(IAF)
CEDAR LAKE
VCN

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



CATEGORY	A	B	C	D
LNAV MDA	440/50 426 (500-1)		440/60 426 (500-1¼)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH **45523**	**085°**	Rwy Idg	**9500**
W09B		TDZE	**13**
		Apt Elev	**36**

RNAV (GPS) Y RWY 9L

PHILADELPHIA INTL (PHL)

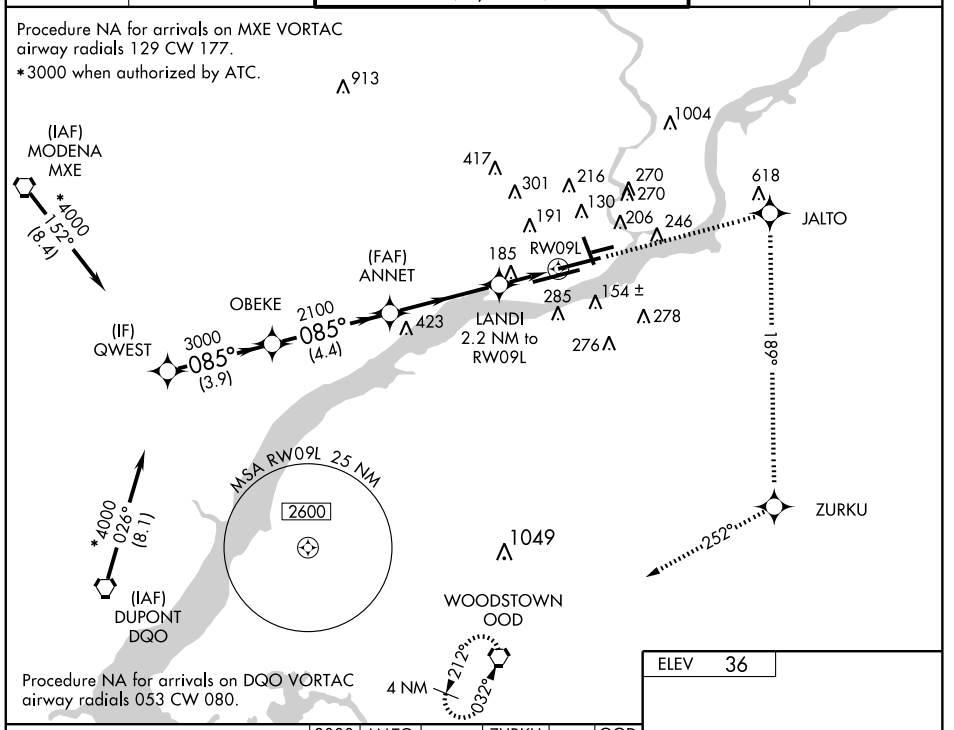
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

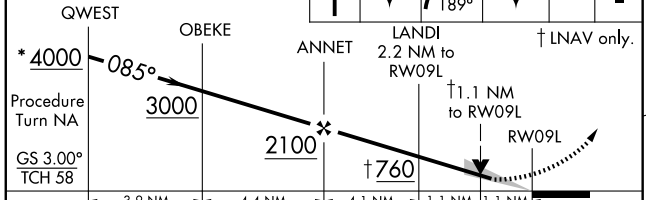
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR **133.4**	**124.35 319.15**	**118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35)	**121.9 348.6**	**118.85 348.6**
DEP **135.925**		**135.1 327.05** (Rwy 9R/27L)		

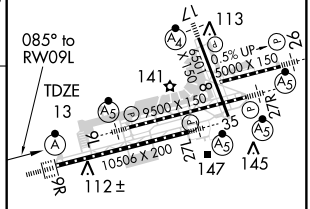
Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.
*3000 when authorized by ATC.



Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.





CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/VNAV DA	471/50 458 (500-1)			
LNAV MDA	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10506
CH 40023	085°	TDZE	21
W09A		Apt Elev	36

RNAV (GPS) Y RWY 9R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.

(IAF) MODENA MXE

*4000 153° (8.6)

* 3000 when authorized by ATC.

(IF) BWINE

3000 085° (3.9)

ASOCI

1800 085° (4.3)

(FAF) KELEE

BALDN 2.3 NM to RW09R

RW09R

FENOR

ZURKU

180°

252°

(IAF) DUPONT DQO

*4000 027° (7.9)

MSA RW09R 25 NM

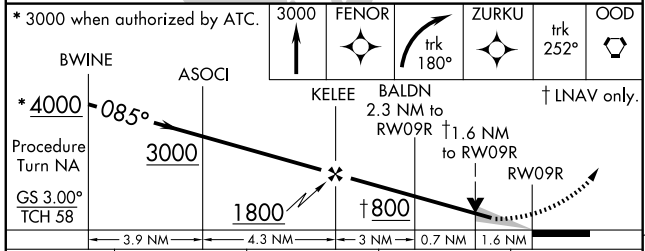
2600

WOODSTOWN OOD

4 NM 212° 032°

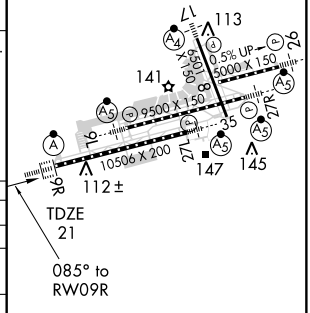
Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

913 1004 417 301 216 270 270 618 191 130 206 246 185 270 154 ± 278 285 276 1049



CATEGORY	A	B	C	D
LPV DA	271/24 250 (300-½)			
LNAV/VNAV DA	473/50 452 (500-1)			
LNAV MDA	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9500
085°	TDZE	13
	Apt Elev	36

RNAV (RNP) Z RWY 9L

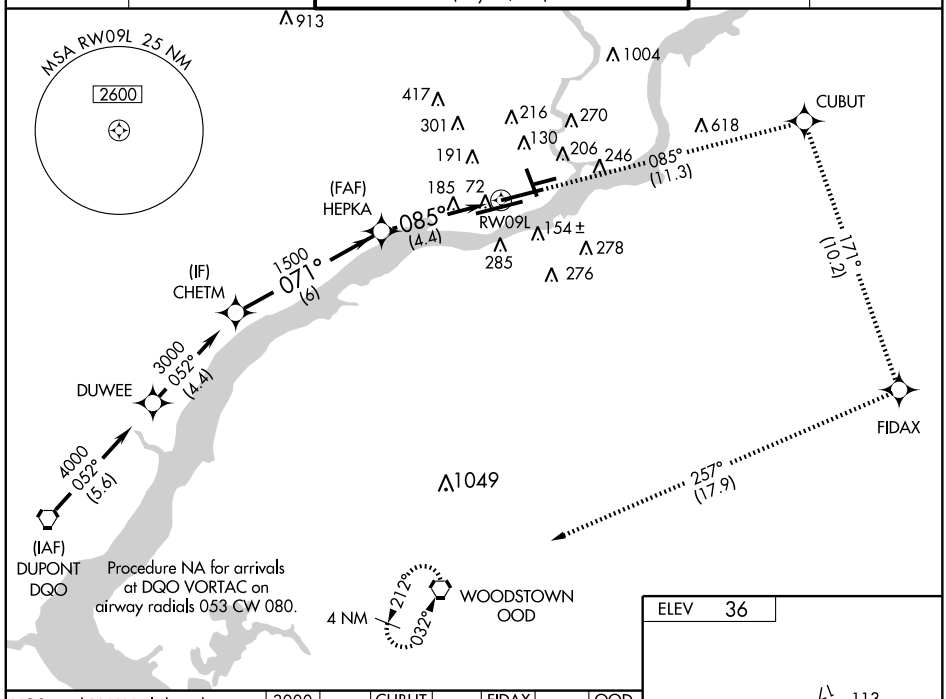
PHILADELPHIA INTL (PHL)

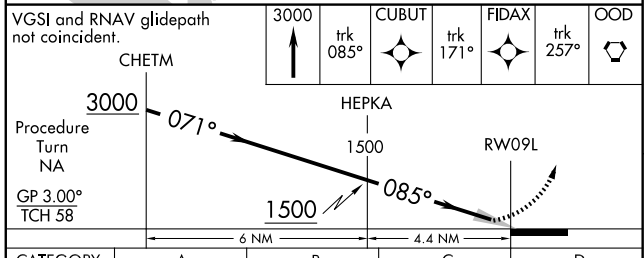
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

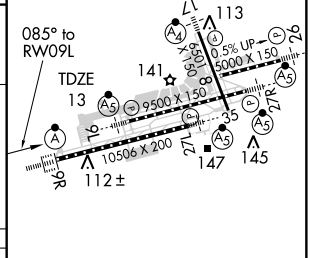
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
RNP 0.11 DA	316/24 303 (300-½)			
RNP 0.30 DA	394/40 381 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

APP CRS	Rwy Idg	10506
085°	TDZE	21
	Apt Elev	36

RNAV (RNP) Z RWY 9R

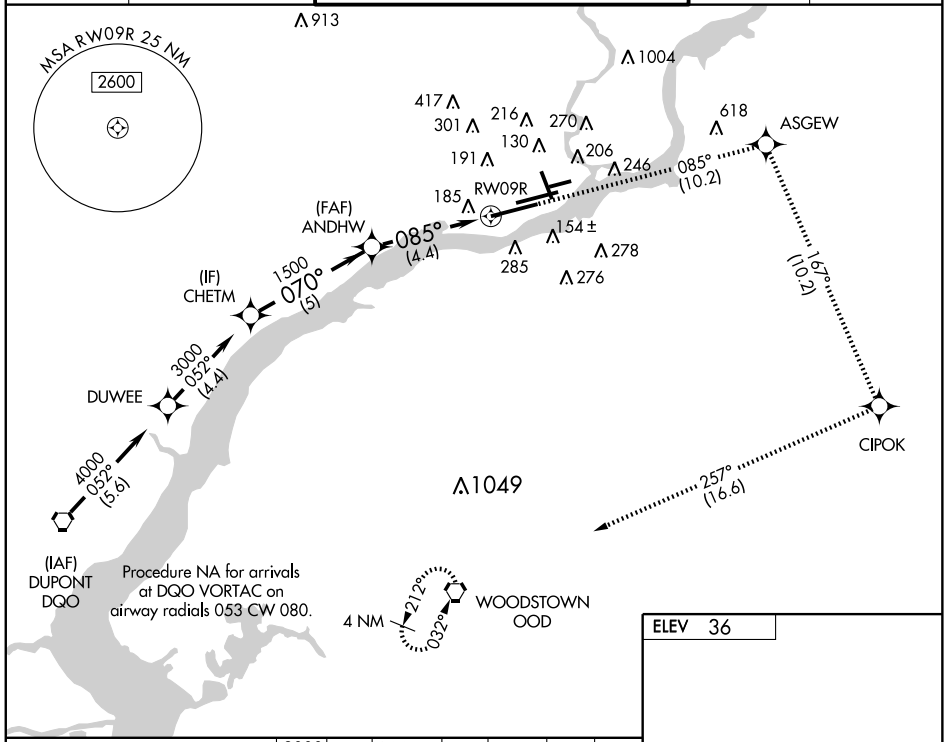
PHILADELPHIA INTL (PHL)

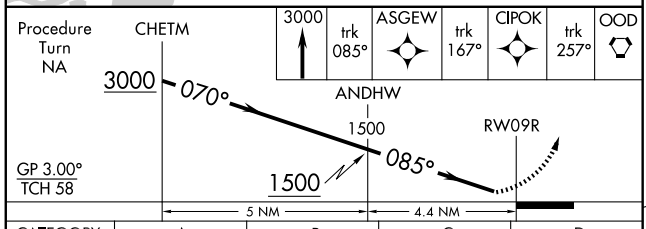
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
Visibility reduction by helicopters NA.
For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

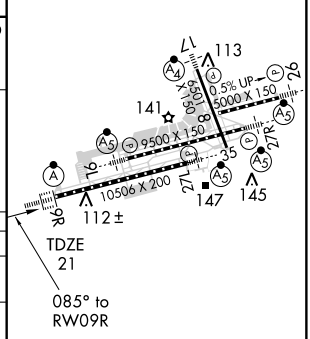
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
RNP 0.16 DA	271/40 250 (300-¾)			
RNP 0.30 DA	460/50 439 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

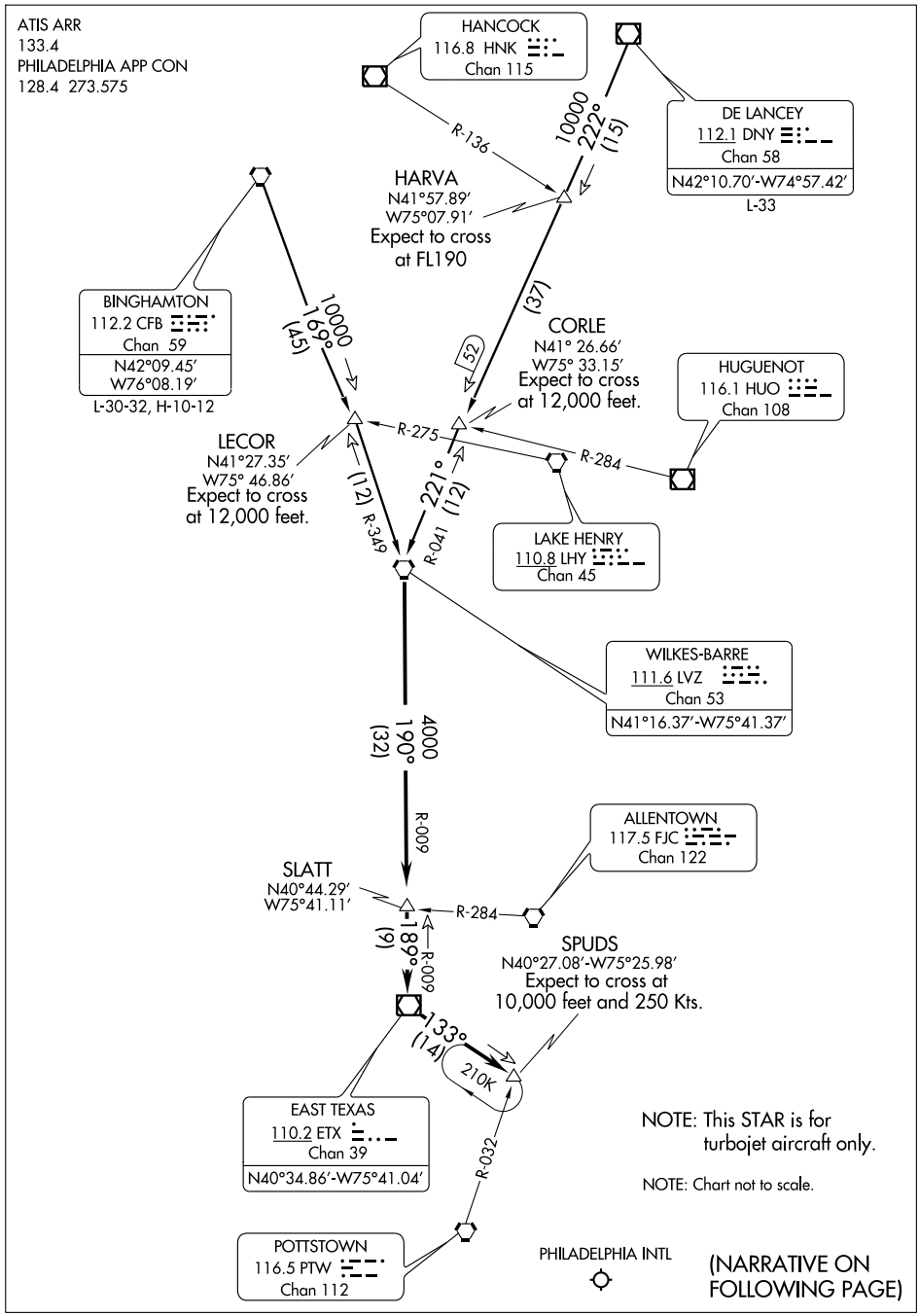


REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 03 JUN 2010 to 01 JUL 2010

SLATT THREE ARRIVAL

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA



SLATT THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

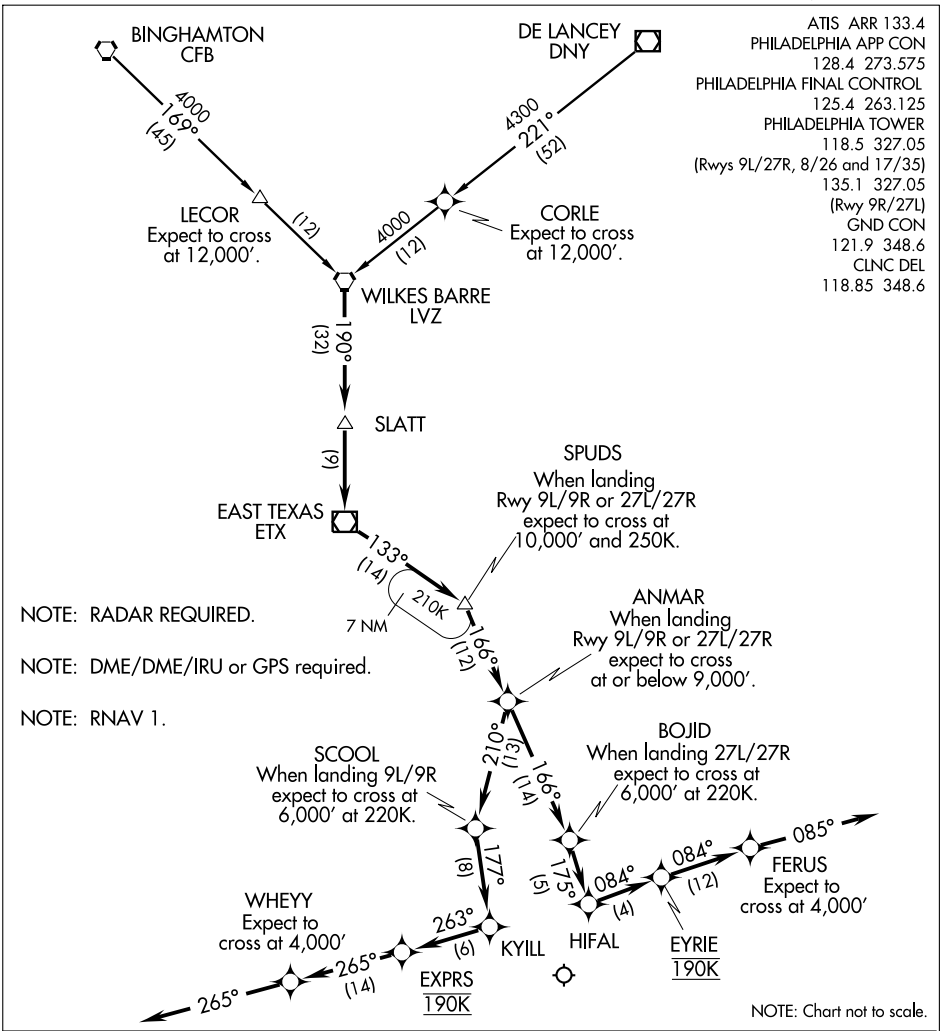
BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence
DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

NE-4, 03 JUN 2010 to 01 JUL 2010

SPUDS ONE ARRIVAL (RNAV)

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA



BINGHAMTON TRANSITION (CFB.SPUDS1)
DE LANCEY TRANSITION (DNY.SPUDS1)

. . . . From WILKES-BARRE, thence SLATT, thence EAST TEXAS VOR/DME, thence SPUDS, thence ANMAR,

WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085°. Expect radar vectors to final approach course.

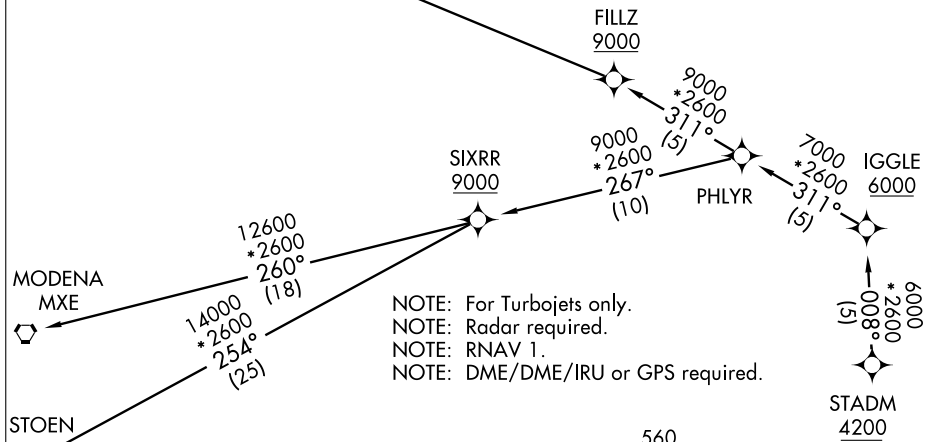
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS,thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

NE-4, 03 JUN 2010 to 01 JUL 2010

STADM ONE DEPARTURE (RNAV)

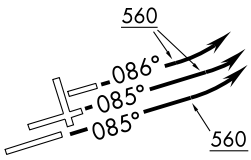
ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1
(090°-269°) 119.75 269.25

TAKE-OFF OBSTACLES:
Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL. Crane 1 NM from DER, 868' left of centerline, 197' AGL/208' MSL. Multiple cranes beginning 5928' from DER, 182' right of centerline up to 210' AGL/220' MSL.
Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL.
Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.



NOTE: For Turbojets only.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKE-OFF MINIMUMS:
Rwys 17, 26, 27L, 27R, 35: NA - ATC.
Rwy 8: Standard with minimum climb of 500' per NM to 560 then ATC climb of 390' per NM to 6000.
Rwy 9L: Standard with minimum climb of 500' per NM to 560 then ATC climb of 370' per NM to 6000.
Rwy 9R: Standard with minimum climb of 500' per NM to 560 then ATC climb of 350' per NM to 6000.
Pottstown Transition: ATC climb of 290' per NM to 9000 from IGGLE to FILLZ.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then left turn direct STADM, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then left turn direct STADM, thence....

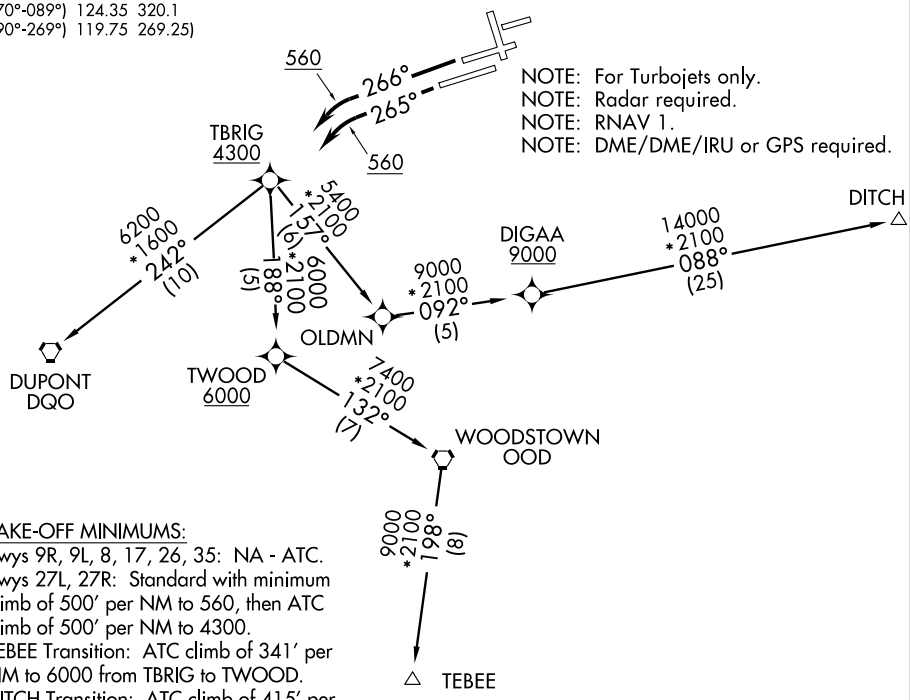
.... (Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (STADM1.MXE):
POTTSTOWN TRANSITION (STADM1.PTW):
STOEN TRANSITION (STADM1.STOEN):

TBRIG ONE DEPARTURE (RNAV)

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1
(090°-269°) 119.75 269.25)

TAKE-OFF OBSTACLES:
Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.



TAKE-OFF MINIMUMS:
Rwys 9R, 9L, 8, 17, 26, 35: NA - ATC.
Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560, then ATC climb of 500' per NM to 4300.
TEBEE Transition: ATC climb of 341' per NM to 6000 from TBRIG to TWOOD.
DITCH Transition: ATC climb of 415' per NM to 9000 from TBRIG to DIGAA.

NOTE: Chart not to scale.

NE-4, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then left turn direct TBRIG, thence...
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then left turn direct TBRIG, thence...

...Thence (Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (TBRIG1.DITCH):
DUPONT TRANSITION (TBRIG1.DQO):
TEBEE TRANSITION (TBRIG1.TEBEE):

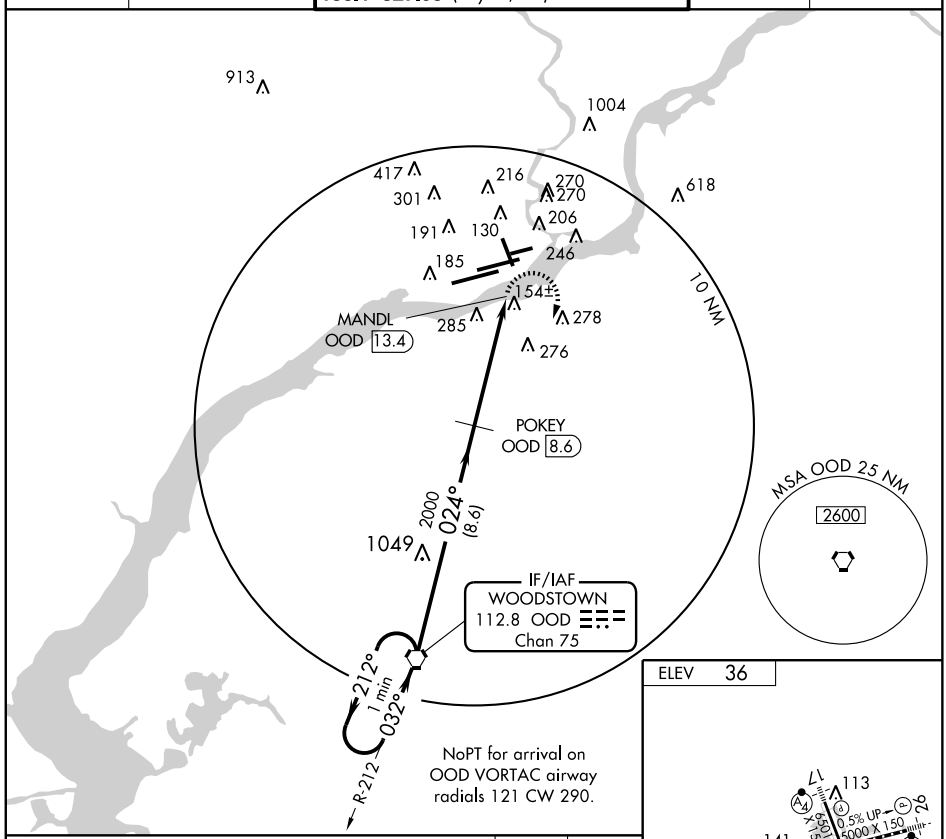
VORTAC OOD	APP CRS	Rwy Idg	N/A
112.8	024°	TDZE	N/A
Chan 75		Apt Elev	36

VOR/DME-A

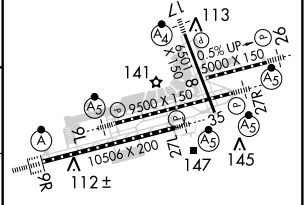
PHILADELPHIA INTL (PHL)

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

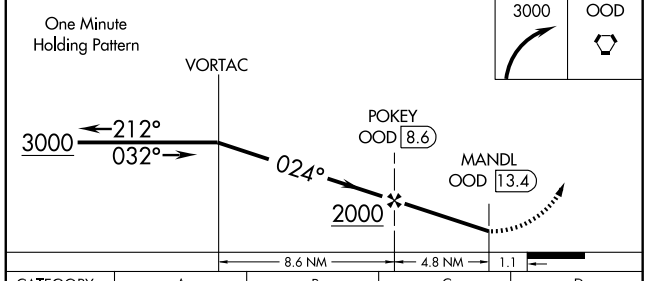
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



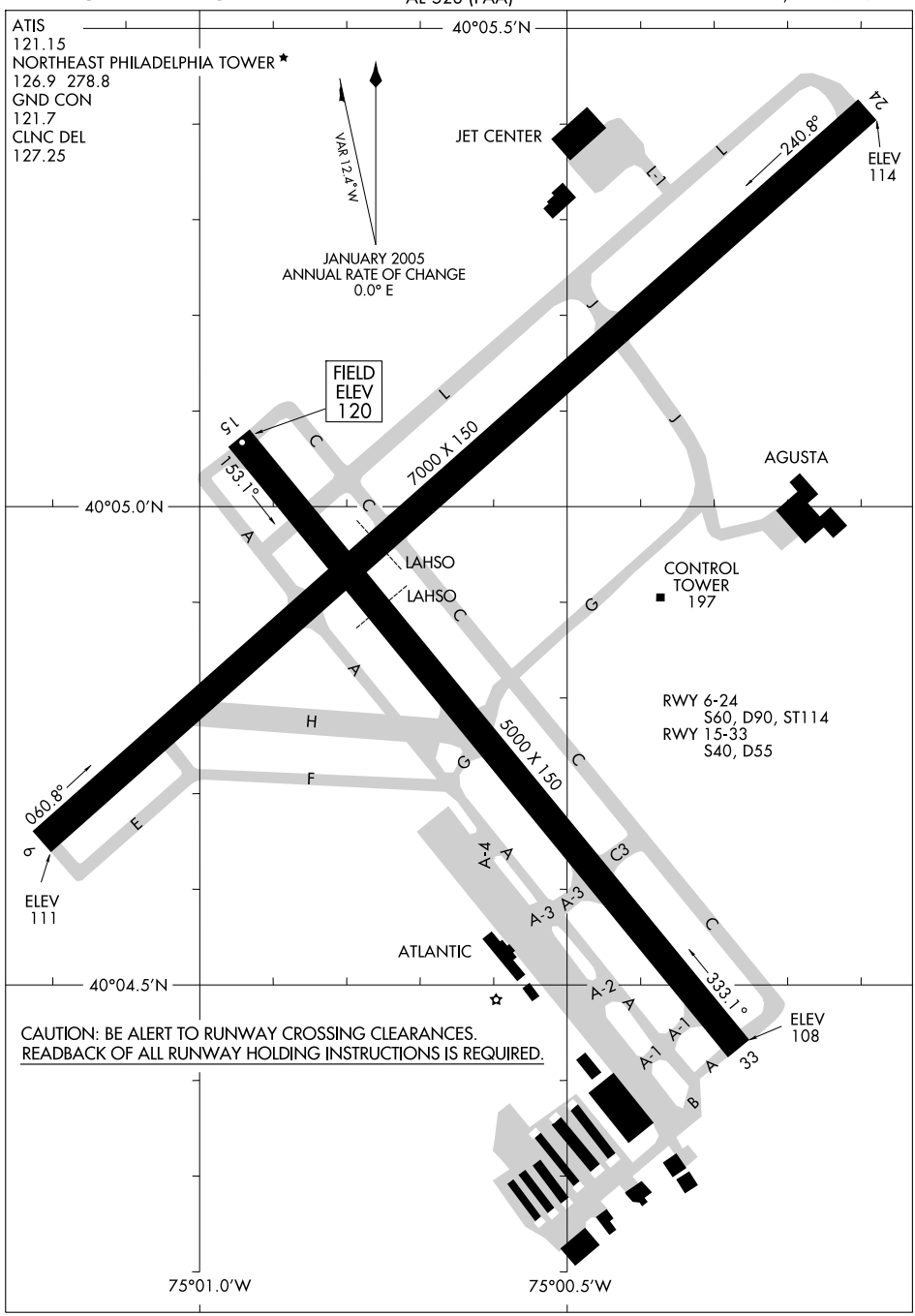
CATEGORY	A	B	C	D
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

09295

AIRPORT DIAGRAM

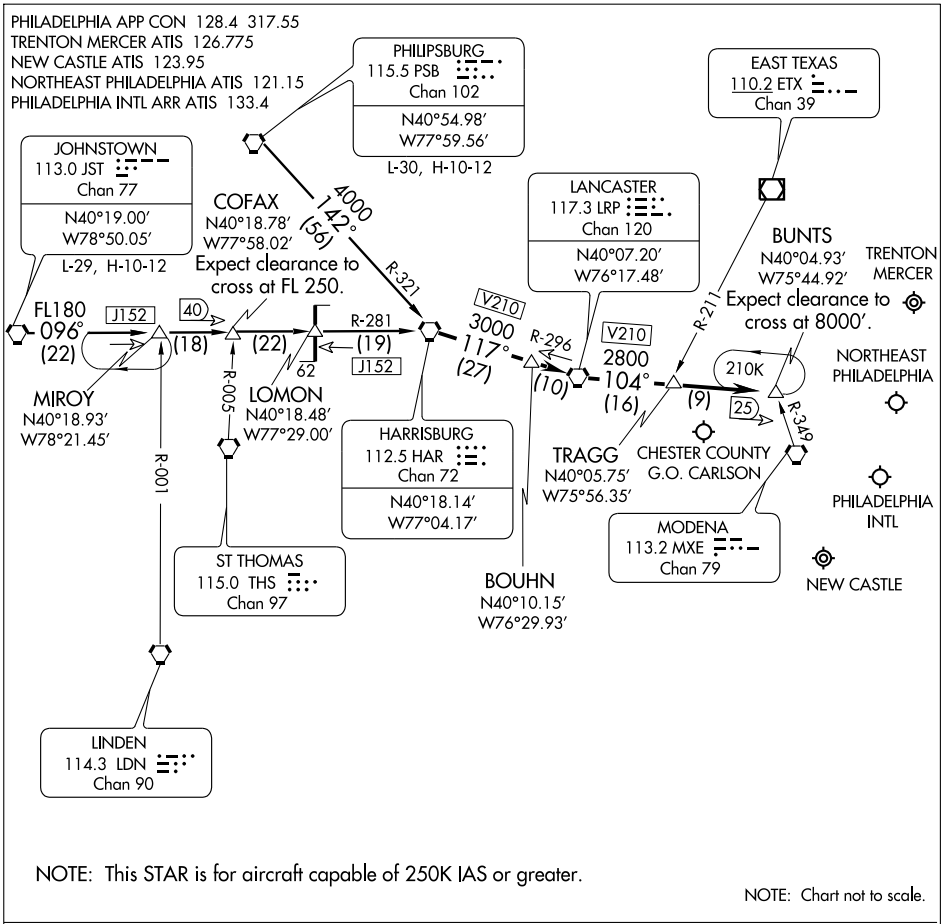
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
PHILADELPHIA, PENNSYLVANIA
AL-528 (FAA)



NE-4, 03 JUN 2010 to 01 JUL 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

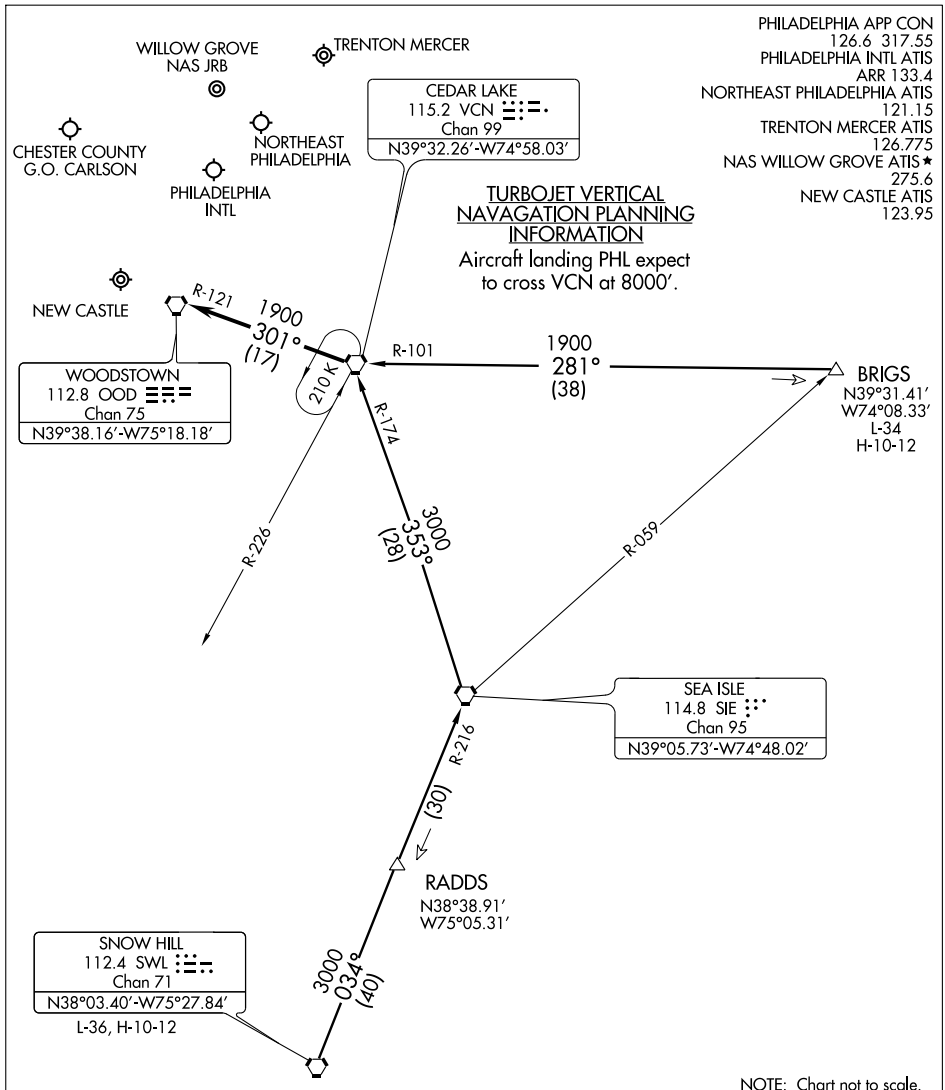
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 03 JUN 2010 to 01 JUL 2010

DUPONT FOUR ARRIVAL (HEDGE.DPNT4)

08101

ST-320 (FAA)

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .

. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.

NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195

14

R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K

R-346

14

ATLANTIC CITY
108.6 ACY
Chan 23

015° (23)

R-226

13

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

R-246

R-133

R-276

HEDGE
N38°53.54′
W75°50.24′

25

046° (13)

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

R-265

(9)

45

(15)

R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

R-248

18,000
064°
(78)

R-234

R-226

WATERLOO
112.6 ATR
Chan 73

N

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042°
(87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046°
(30)

R-334

SNOW HILL
112.4 SWL
Chan 71

NOTE: Chart not to scale.

LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	240°	TDZE	116
		Apt Elev	121

ILS or LOC RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25

ALTERNATE MISSED APCH FIX

POTTSTOWN
116.5 PTW
Chan 112
R-290–110°
290°

YARDLEY
108.2 ARD
Chan 19

IAF
ROBBINSVILLE
113.8 RBV
Chan 85

109° R-109 289° 060° 1 min 240° 060°

2100
125° (4.9)

R-284

2100 NoPT
284°
(14.6)

R-125

10 NM

2000
240°
(6)

(IF/IAF)
FLITS INT

BORDA INT

315

Procedure NA for arrivals on RBV VORTAC airway radials 238 CW 330.

1049 590 400 409 380 329 246 289 210 315 998 589

R-191 ARD

NORTH PHILADELPHIA
112.0 PNE

LOCALIZER 111.1
I-PNE

MSA PNE 25 NM
180°
2600 2100
360°

ELEV 121

240° 5.7 NM from FAF

TDZE 116

252 194 149 197 140 180 154 142 172 200±

15 7000 X 150 5000 X 150 6 33

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

800 3000 ARD 108.2

BORDA 2000 240° FLITS 060° 240° 2100 2000

One Minute Holding Pattern

GS 3.00°
TCH 53

5.7 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 24	316-½ 200 (200-½)			
S-LOC 24	560-½ 444 (500-½)		560-¾ 444 (500-¾)	560-1 444 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	060°	TDZE	116
		Apt Elev	121

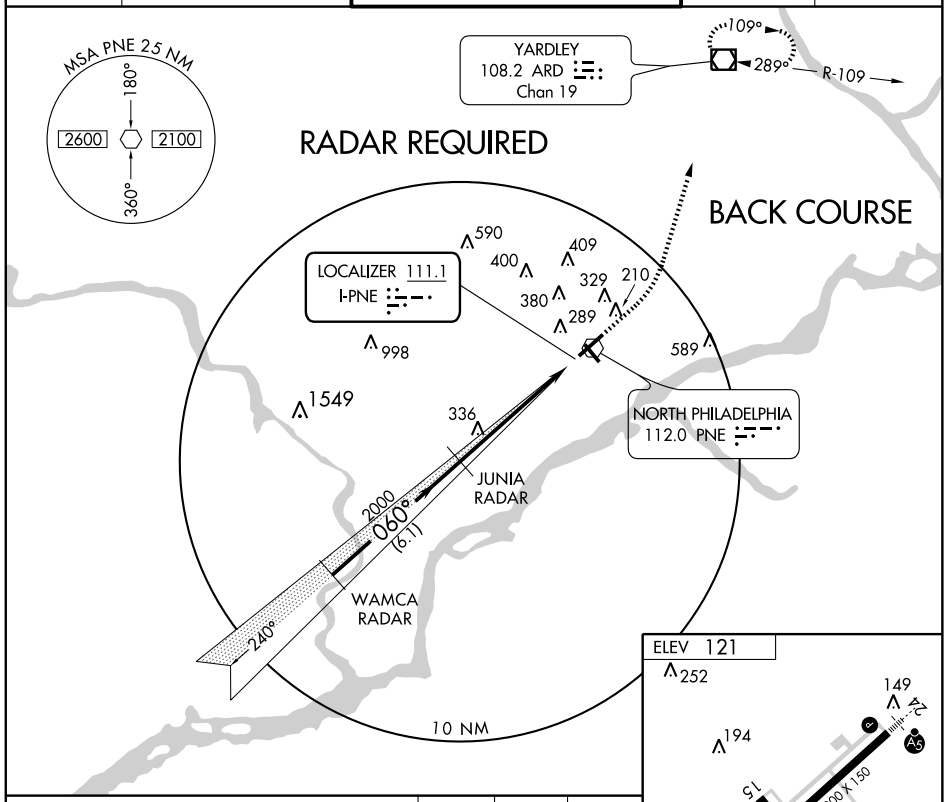
LOC BC RWY 6

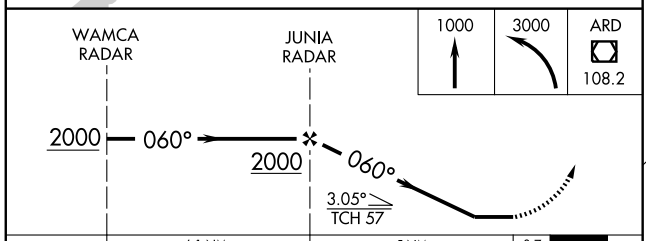
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

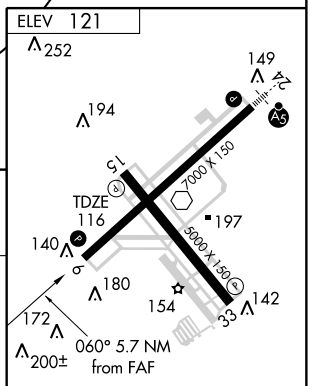
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25







CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 65622	060°	TDZE	116
W06A		Apt Elev	121

RNAV (GPS) RWY 6

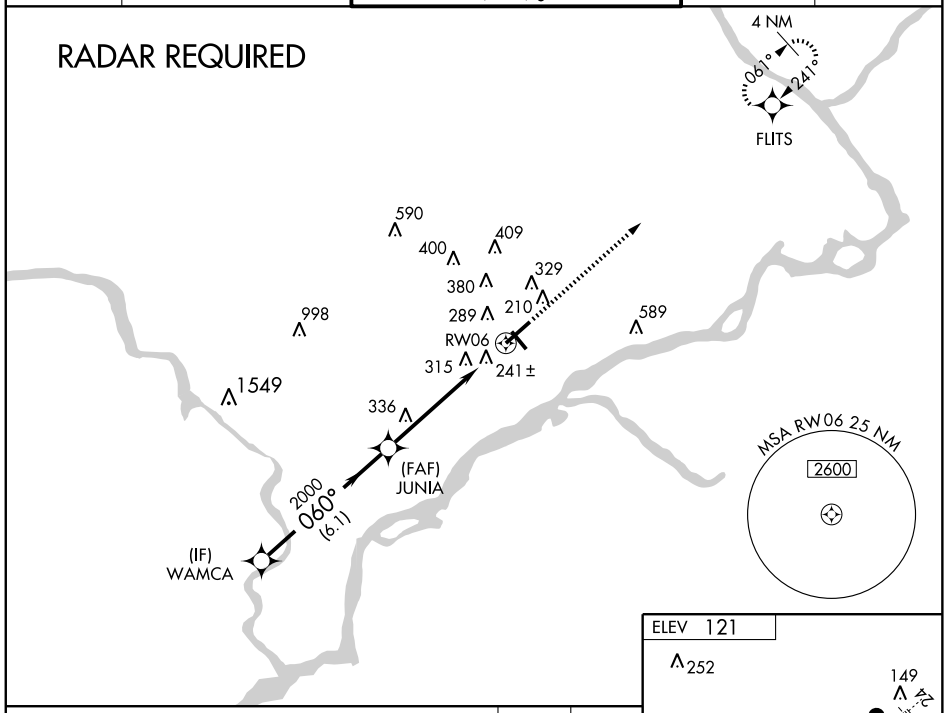
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

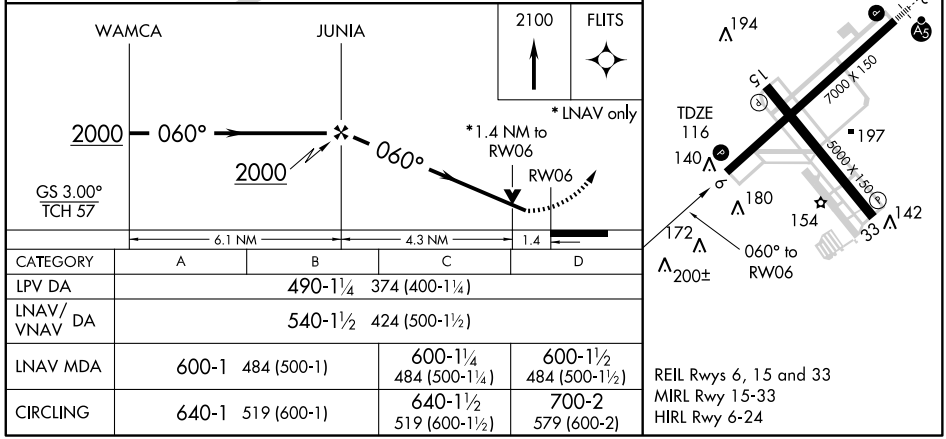
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2100 direct FLITS and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	490-1¼ 374 (400-1¼)			
LNAV/VNAV DA	540-1½ 424 (500-1½)			
LNAV MDA	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
153°	TDZE	121
	Apt Elev	121

RNAV (GPS) RWY 15

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet.
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.

MISSED APPROACH: Climb to 2000 direct ENZEW and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25

Procedure NA for arrivals at PTW VORTAC on airway radials 059 CW 095.

Procedure NA for arrivals at ARD VOR/DME on airway radials 233 CW 304.

POTTSTOWN PTW

2000 116° (15.3)

(IAF) EDDEK

2000 243° (5)

2000 288° (7.5)

YARDLEY ARD

(IF) KEHSO

2000 063° (5)

1400 153° (6.1)

(IAF) COZEF

590 400 409 380 329 210 589 289 RW15 315 998 1549

(FAF) PACKS

MSA RW15 25 NM

2600

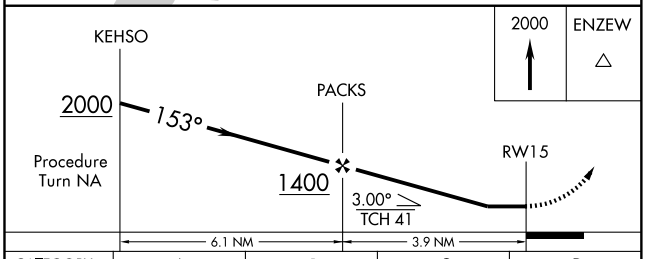
ENZEW

4 NM 153° 333°

ELEV 121

252 153° to RW15 194 149 24 A5 TDZE 15 121 7000 X 150 197 140 9 180 154 5000 X 150 33 142 172 200±

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
LNAV MDA	660-1	539 (600-1)	660-1½ 539 (600-1½)	660-1¾ 539 (600-1¾)
CIRCLING	660-1	539 (600-1)	660-1½ 539 (600-1½)	700-2 579 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS Ch 45504 W24A	APP CRS 240°	Rwy ldg 7000 TDZE 116 Apt Elev 121

RNAV (GPS) RWY 24

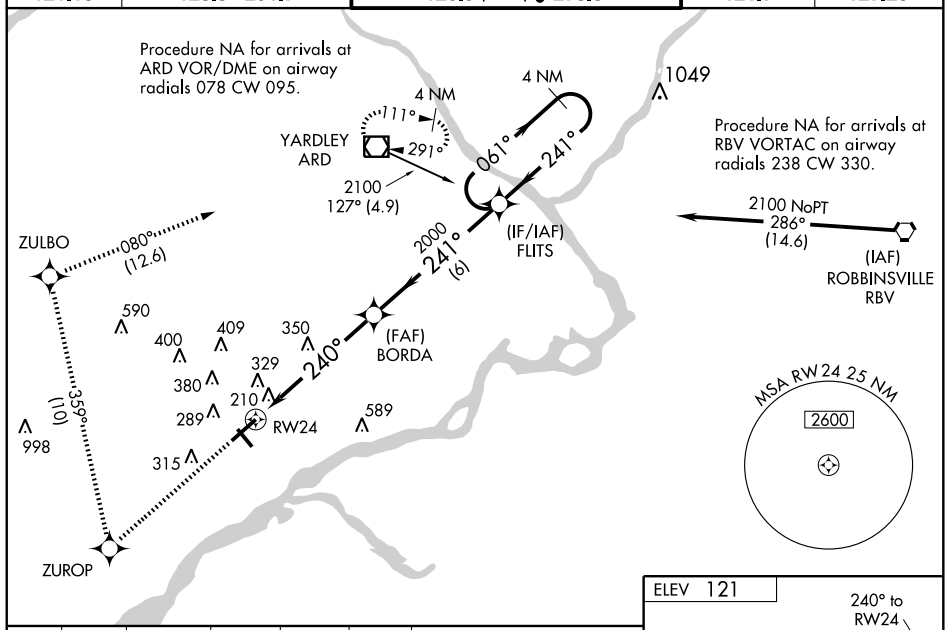
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

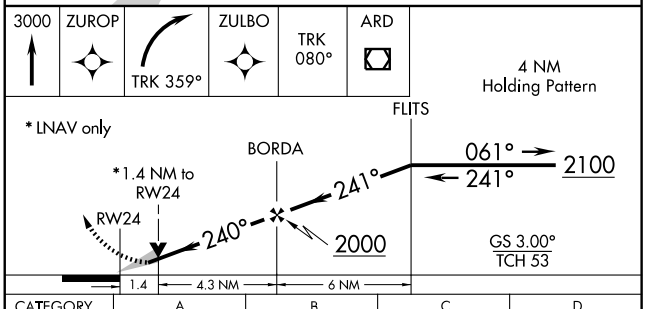
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼ . For inoperative MALSR, increase LPV visibility all Cats to 1.

MALSR

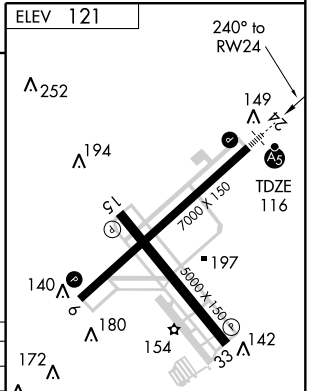
MISSED APPROACH: Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25





CATEGORY	A	B	C	D
LPV DA	430-½ 314 (400-½)			
LNAV/VNAV DA	620-1¼ 504 (500-1¼)			
LNAV MDA	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)



REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
333°	TDZE	109
	Apt Elev	121

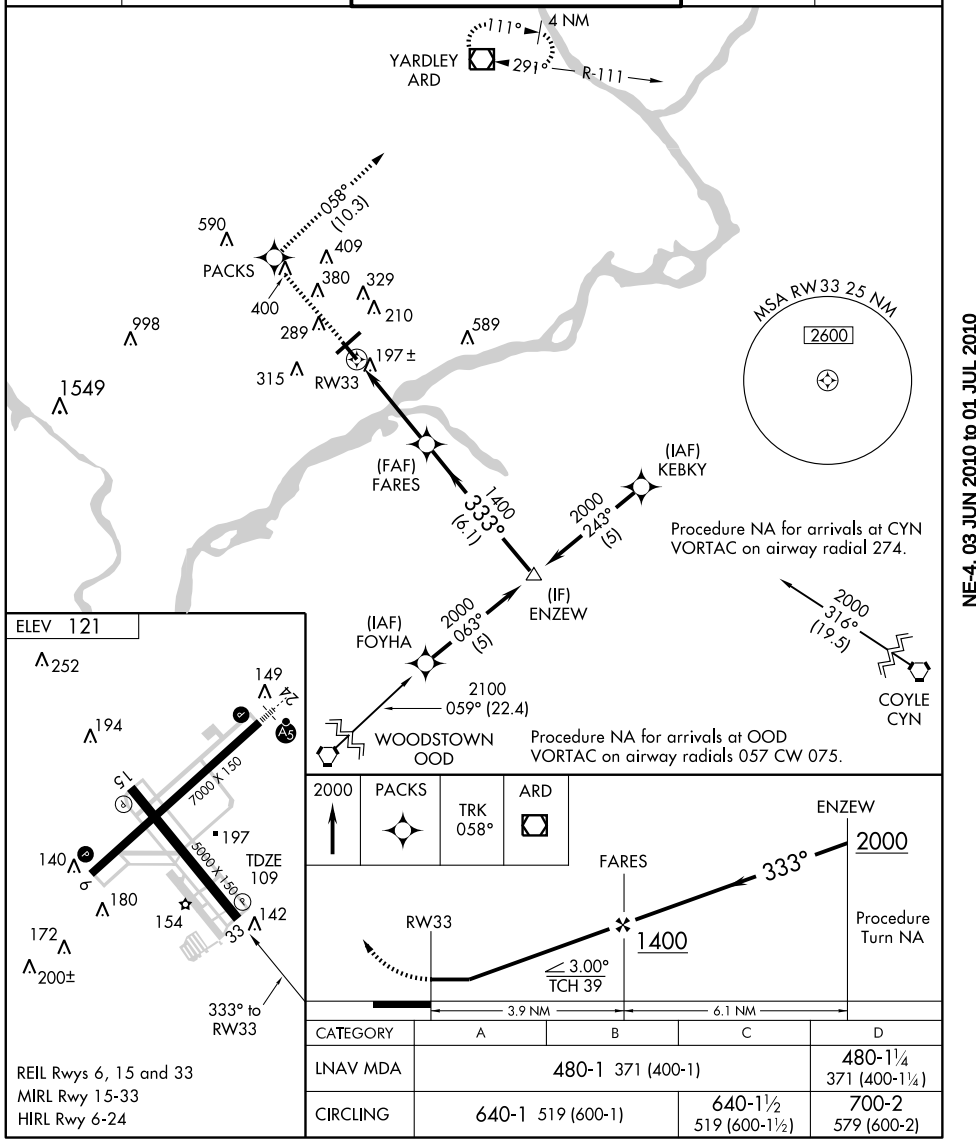
RNAV (GPS) RWY 33

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.
When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25



REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

CATEGORY	A	B	C	D
LNAV MDA	480-1 371 (400-1)			480-1¼ 371 (400-1¼)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

VOR PNE	APP CRS	Rwy Idg	7000
112.0	065°	TDZE	111
		Apt Elev	121

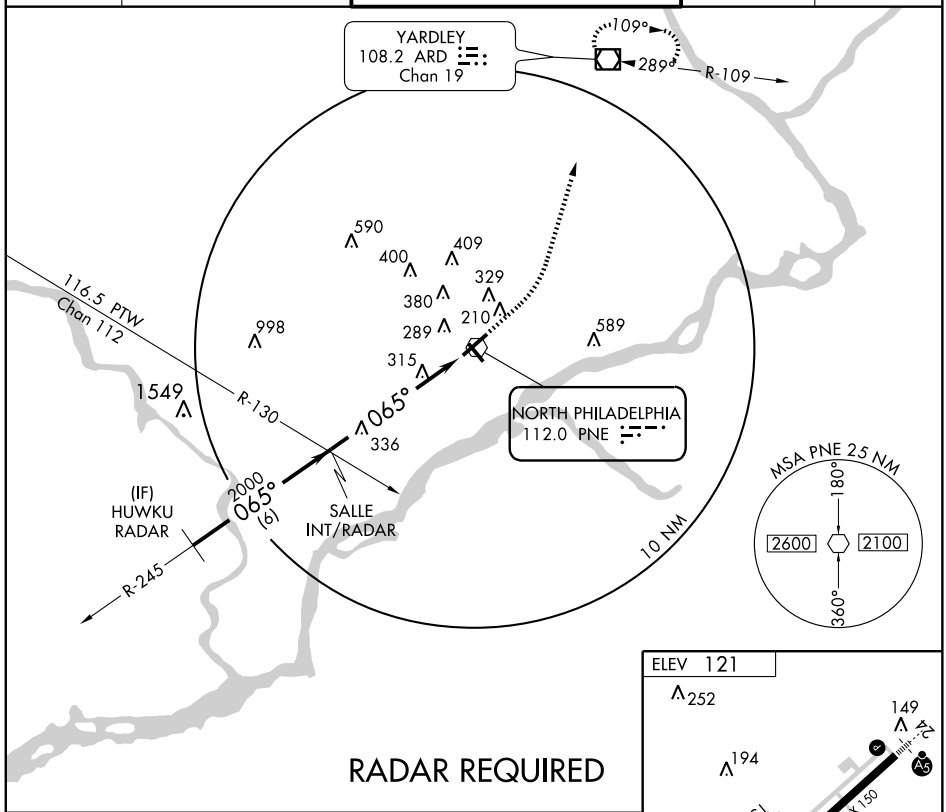
VOR RWY 6

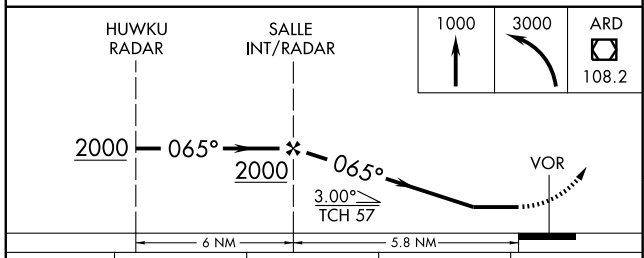
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

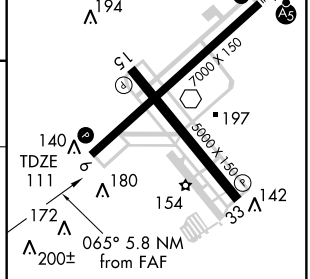
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25







CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 03 JUN 2010 to 01 JUL 2010

VOR PNE 112.0	APP CRS 235°	Rwy Idg 7000 TDZE 116 Apt Elev 121

VOR RWY 24

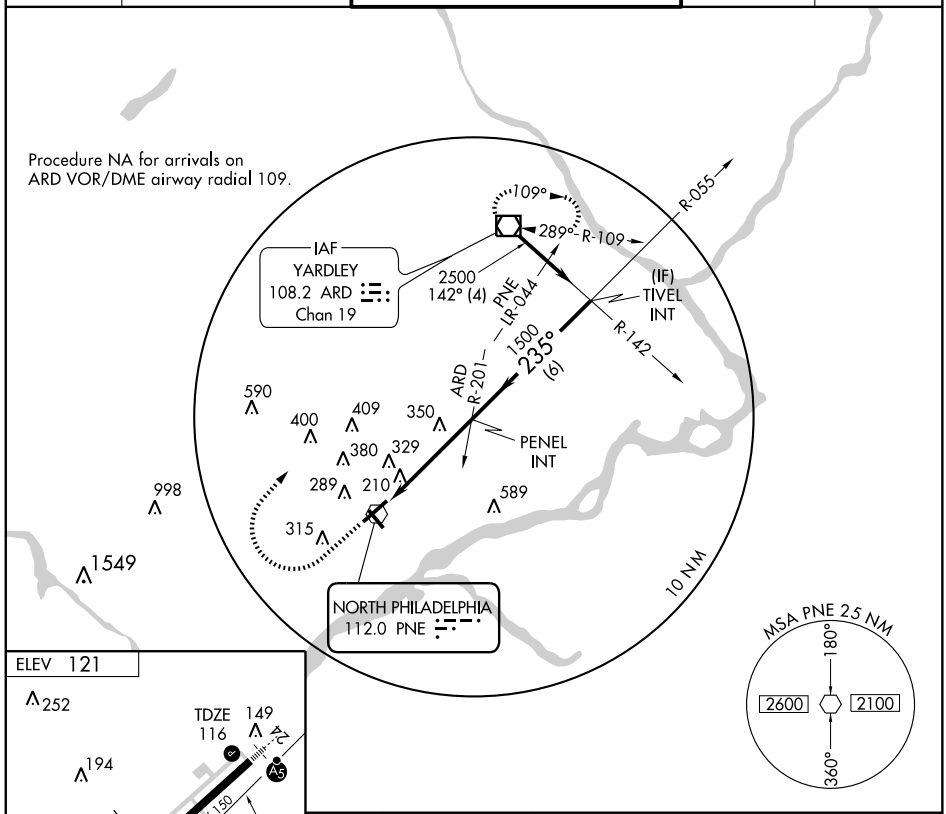
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

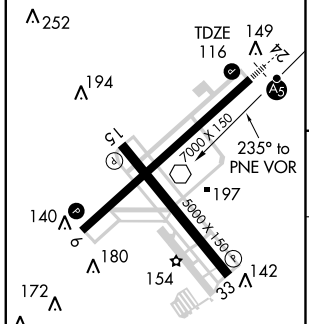
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

MALSR

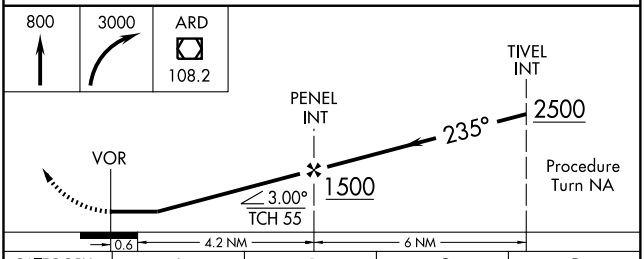
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25





REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
S-24	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-PSB	APP CRS	Rwy Idg	5711
108.5	165°	TDZE	1948
		Apt Elev	1948

ILS or LOC RWY 16

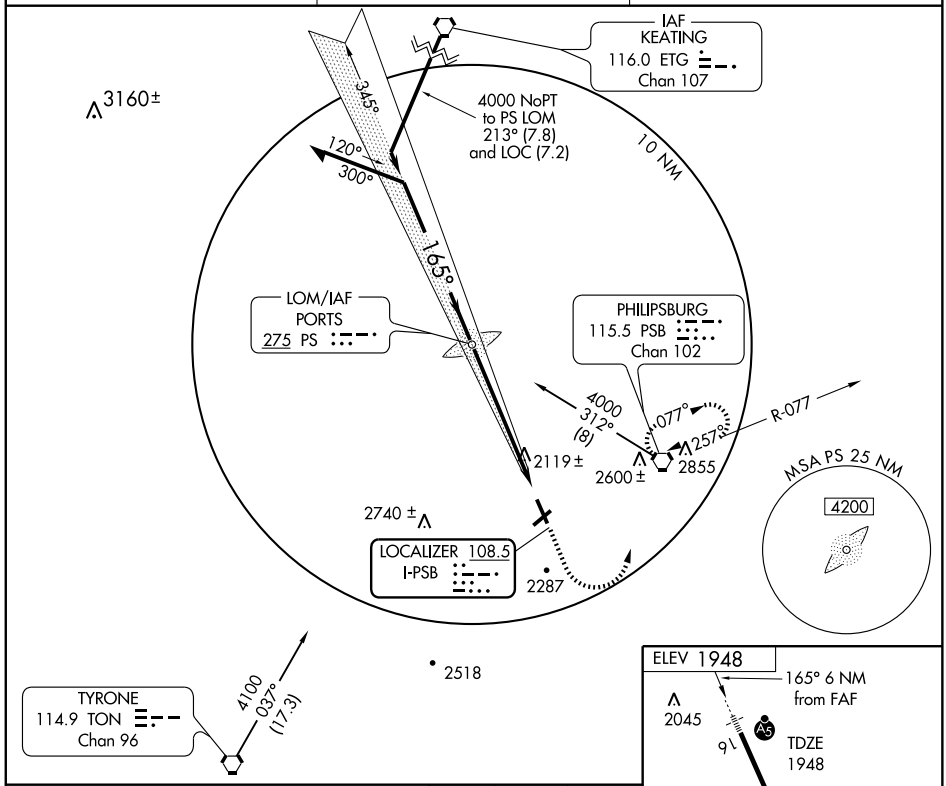
PHILIPSBURG /MID-STATE (PSB)

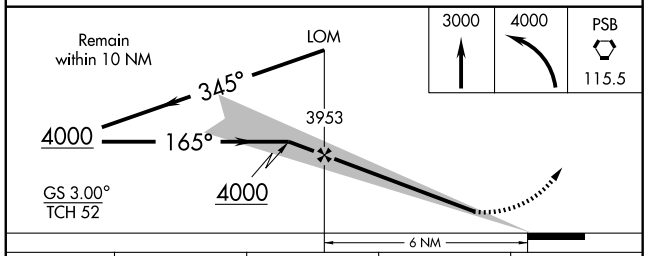
Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply to S-ILS 16 Cats A, B, and C.
Inoperative table does not apply to S-LOC 16 Cats A and B.

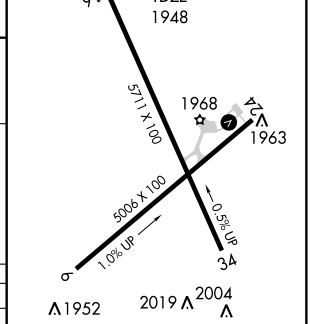
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







MIRL Rwys 6-24 and 16-34 L

CATEGORY	A	B	C	D
S-ILS 16	2325-1 377 (400-1)			
S-LOC 16	2500-1 552 (600-1)			2500-1¼ 552 (600-1¼)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2¼ 792 (800-2¼)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4. 03 JUN 2010 to 01 JUL 2010

LOM PS	APP CRS	Rwy Idg	5711
275	166°	TDZE	1948
		Apt Elev	1948

NDB RWY 16

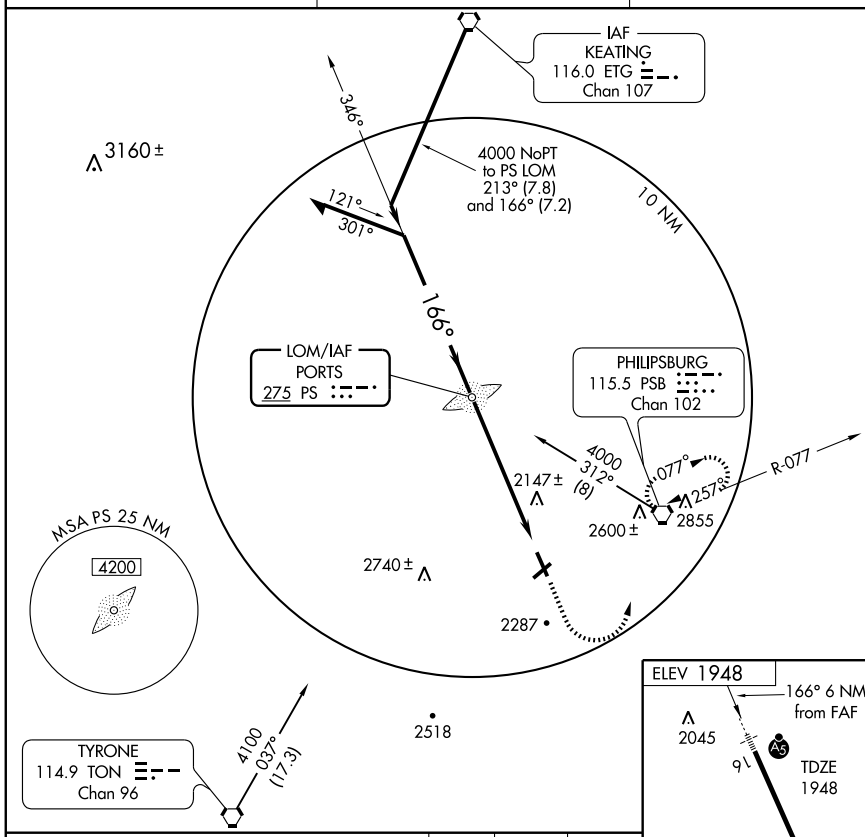
PHILIPSBURG/MID-STATE (PSB)

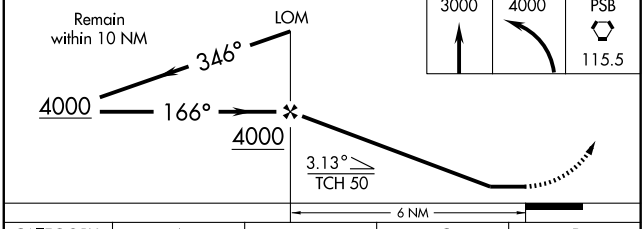
Use University Park altimeter setting; when not received, procedure not authorized.
Inoperative table does not apply to S-16 Cats A and B.

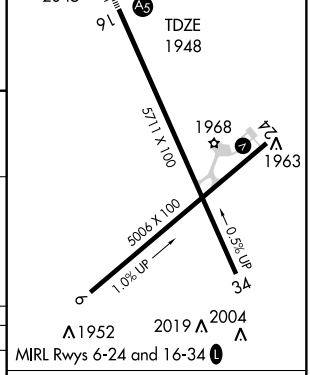
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







CATEGORY	A	B	C	D
S-16	2600-1 652 (700-1)		2600-1¼ 652 (700-1¼)	2600-1¾ 652 (700-1¾)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2 792 (800-2¼)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC PSB 115.5 Chan 102	APP CRS 257°	Rwy Idg 5006 TDZE 1917 Apt Elev 1948

VOR RWY 24

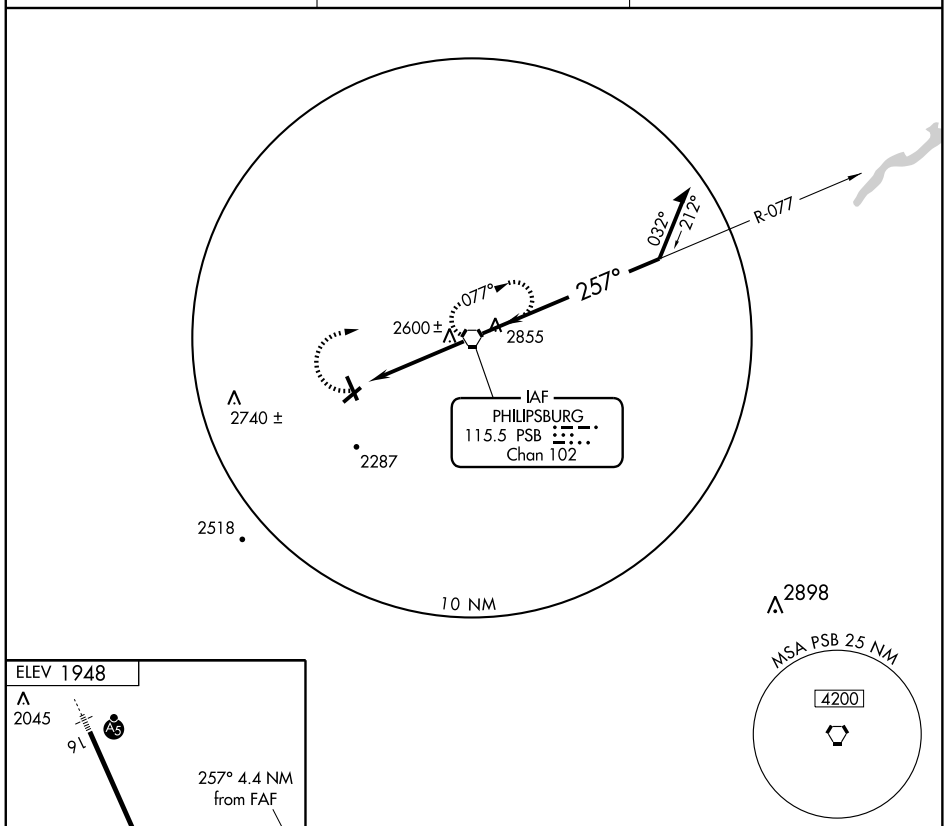
PHILIPSBURG/MID-STATE (PSB)

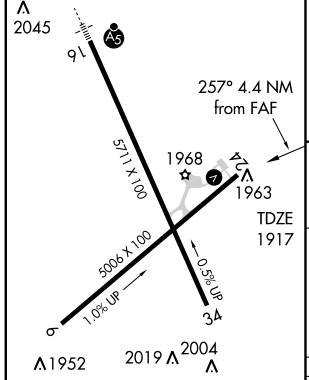
Use University Park altimeter setting; when not received, procedure not authorized. Inoperative table does not apply.

NA

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

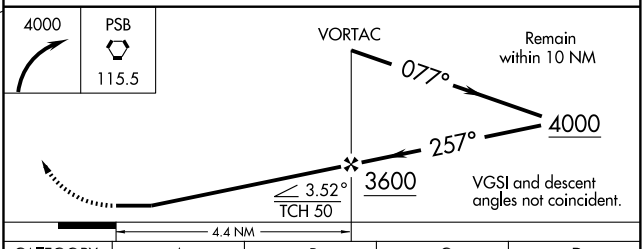
AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L





MIRL Rwys 6-24 and 16-34 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-24	2840-1¼ 923 (900-1¼)		2840-2¾ 923 (900-2¾)	2840-3 923 (900-3)
CIRCLING	2840-1¼ 892 (900-1¼)		2840-2¾ 892 (900-2¾)	2840-3 892 (900-3)

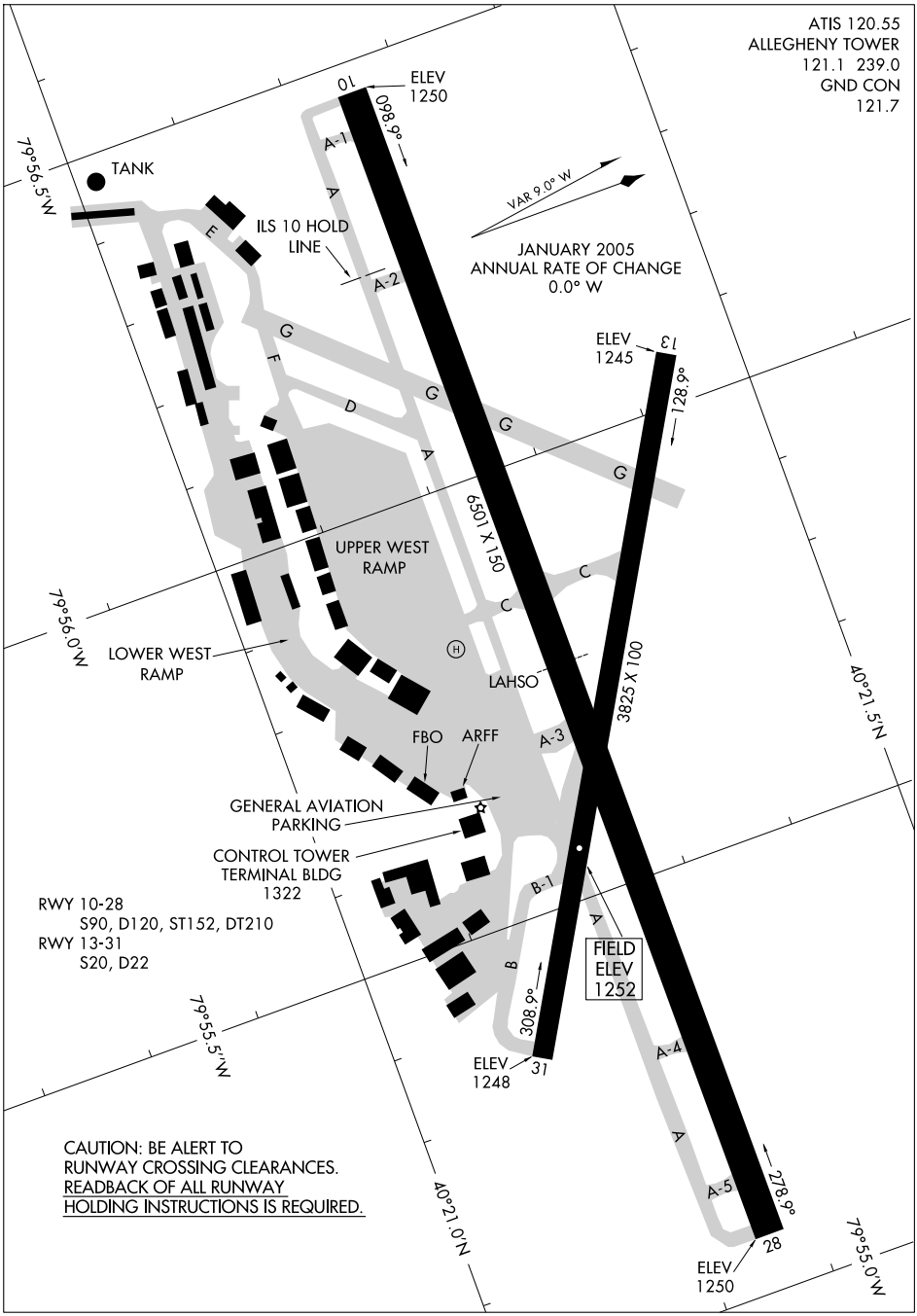
NE-4, 03 JUN 2010 to 01 JUL 2010

07242

AIRPORT DIAGRAM

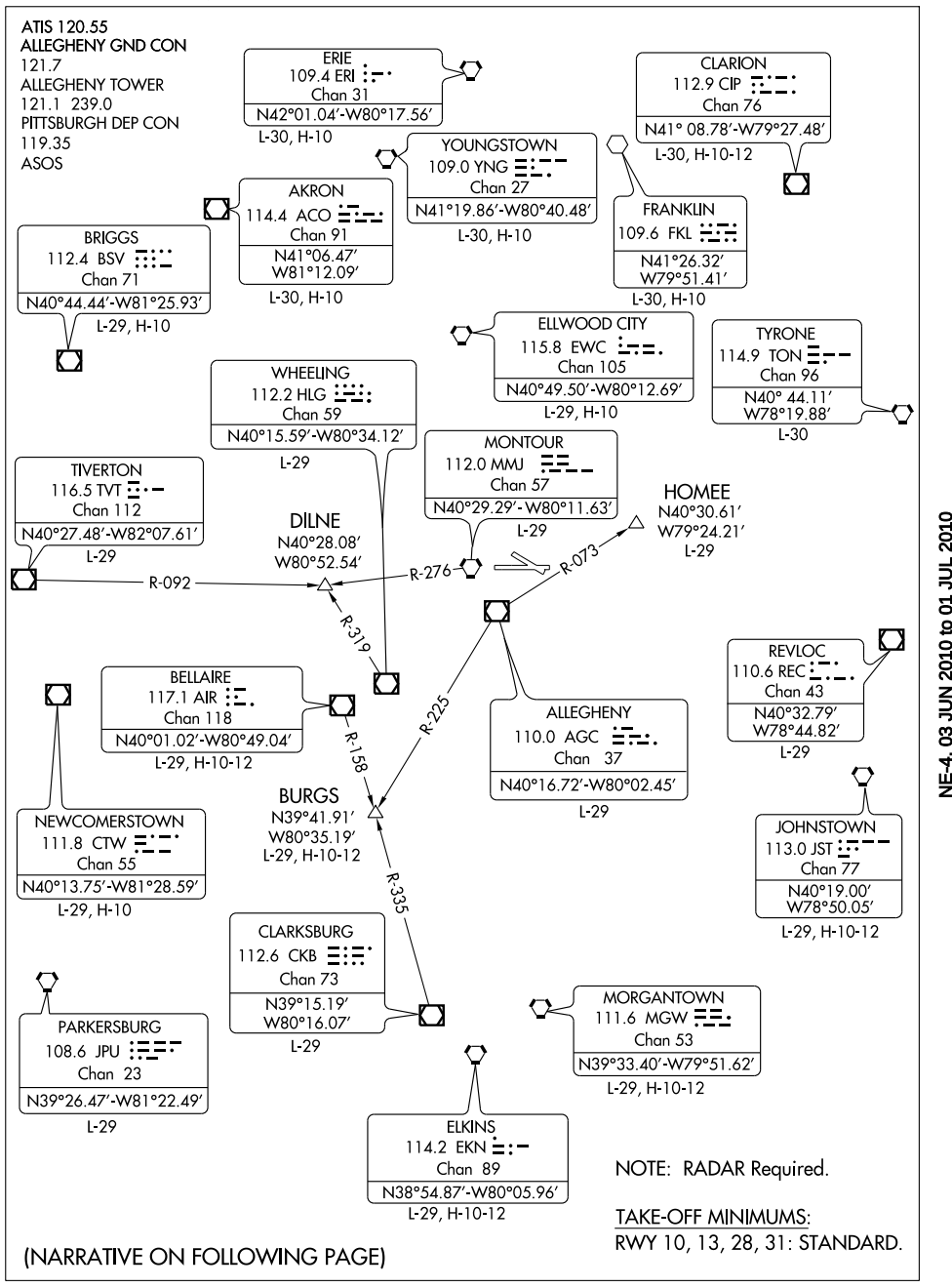
AL-326 (FAA)

PITTSBURGH / ALLEGHENY COUNTY (AGC)
PITTSBURGH, PENNSYLVANIA



NE-4, 03 JUN 2010 to 01 JUL 2010

ALLEGHENY FIVE DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NE-4, 03 JUN 2010 to 01 JUL 2010

ALLEGHENY FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .
TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91′ from DER, 492′ right of centerline, 15′ AGL/1254′ MSL.
Tree 3783′ from DER, 713′ left of centerline, 69′ AGL/1352′ MSL.
Rwy 13, Vehicle 73′ from DER, 412′ right of centerline, 15′ AGL/1254′ MSL.
Trees beginning 385′ from DER, 120′ right of centerline, up to 40′ AGL/1268′ MSL.
Rwy 31, Pole 265′ from DER, 298′ right of centerline, 49′ AGL/1263′ MSL.

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-AGC	APP CRS	Rwy Idg	6501
109.1	281°	TDZE	1251
		Apt Elev	1252

ILS or LOC RWY 28

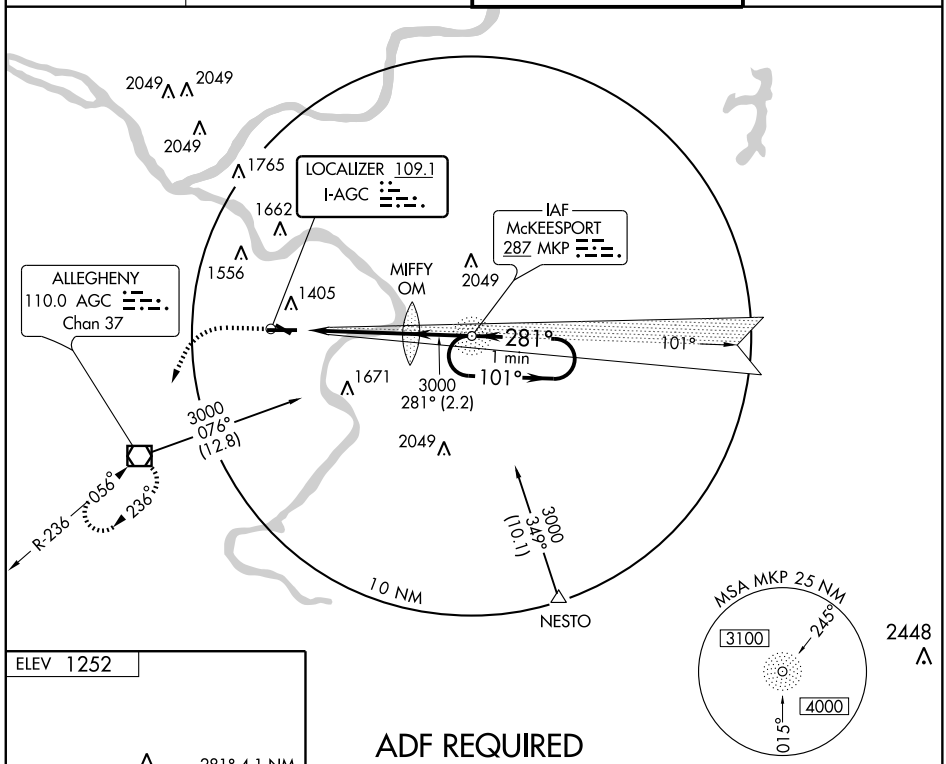
PITTSBURGH / ALLEGHENY COUNTY (AGC)

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

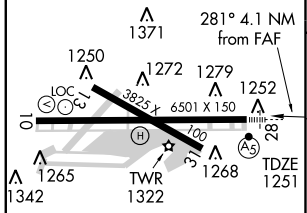
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7



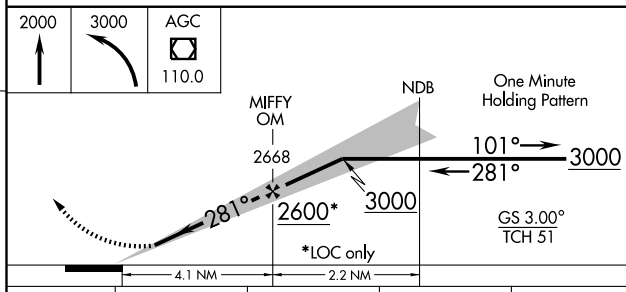
ELEV 1252



REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 28	**1451/24 200 (200-½)			
S-LOC 28	1660/24 409 (500-½)		1660/40 409 (500-¾)	
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

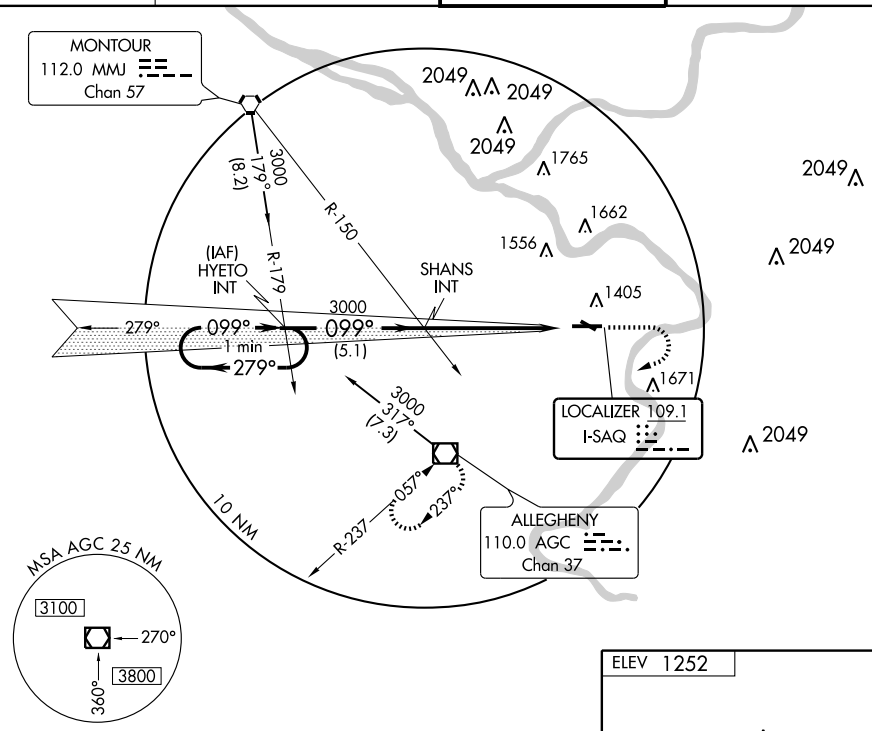
LOC I-SAQ	APP CRS	Rwy Idg	6501
109.1	099°	TDZE	1251
		Apt Elev	1252

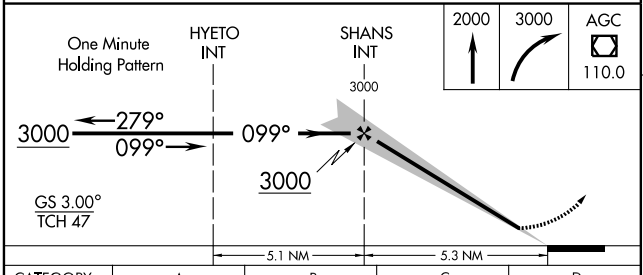
ILS RWY 10

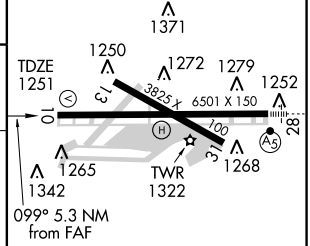
PITTSBURGH / ALLEGHENY COUNTY (AGC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7





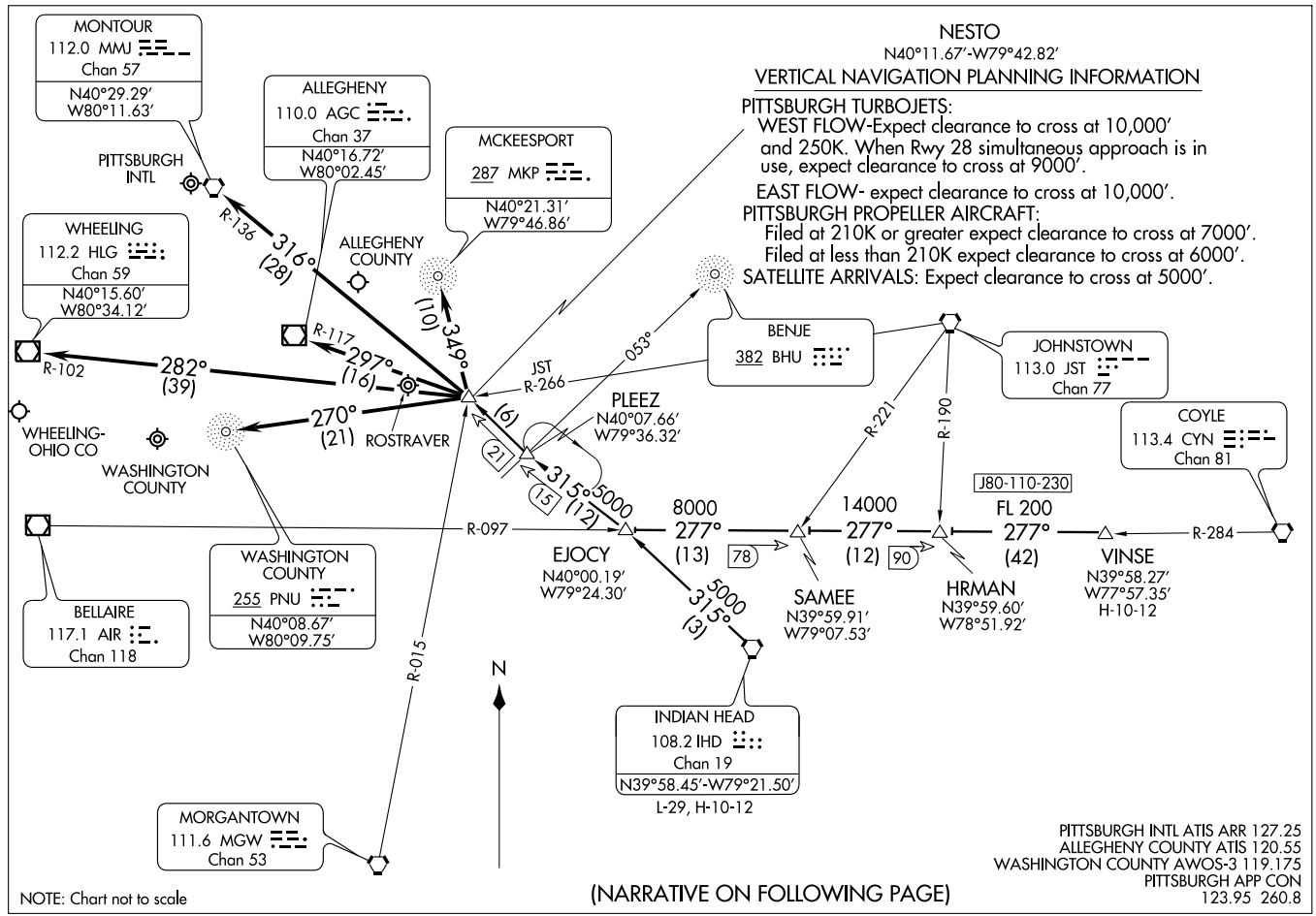


CATEGORY	A	B	C	D
S-ILS 10	1451-¾ 200 (200-¾)			
S-LOC 10	1740-1 489 (500-1)		1740-1¼ 489 (500-1¼)	1740-1½ 489 (500-1½)
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4. 03 JUN 2010 to 01 JUL 2010



NESTO TWO ARRIVAL (NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6501
CH 97325	099°	TDZE	1251
W10A		Apt Elev	1252

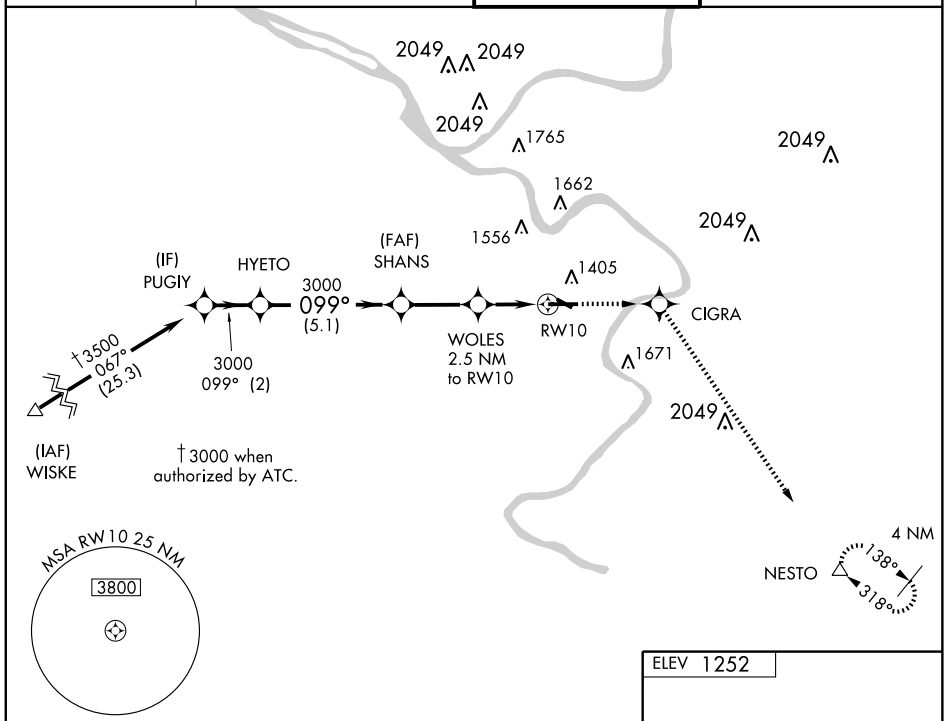
RNAV (GPS) RWY 10

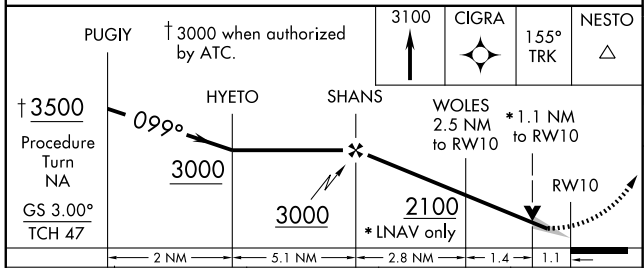
PITTSBURGH / ALLEGHENY COUNTY (AGC)

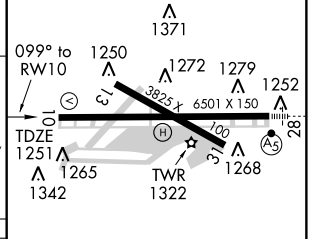
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct CIGRA and via 155° track to NESTO and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







CATEGORY	A	B	C	D
LPV DA	1501-¾ 250 (300-¾)			
LNAV/ VNAV DA	1642-1¼ 391 (400-1¼)			
LNAV MDA	1660-1 409 (500-1)		1660-1¼ 409 (500-1¼)	
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6501
CH 65625	279°	TDZE	1251
W28A		Apt Elev	1252

RNAV (GPS) RWY 28

PITTSBURGH / ALLEGHENY COUNTY (AGC)

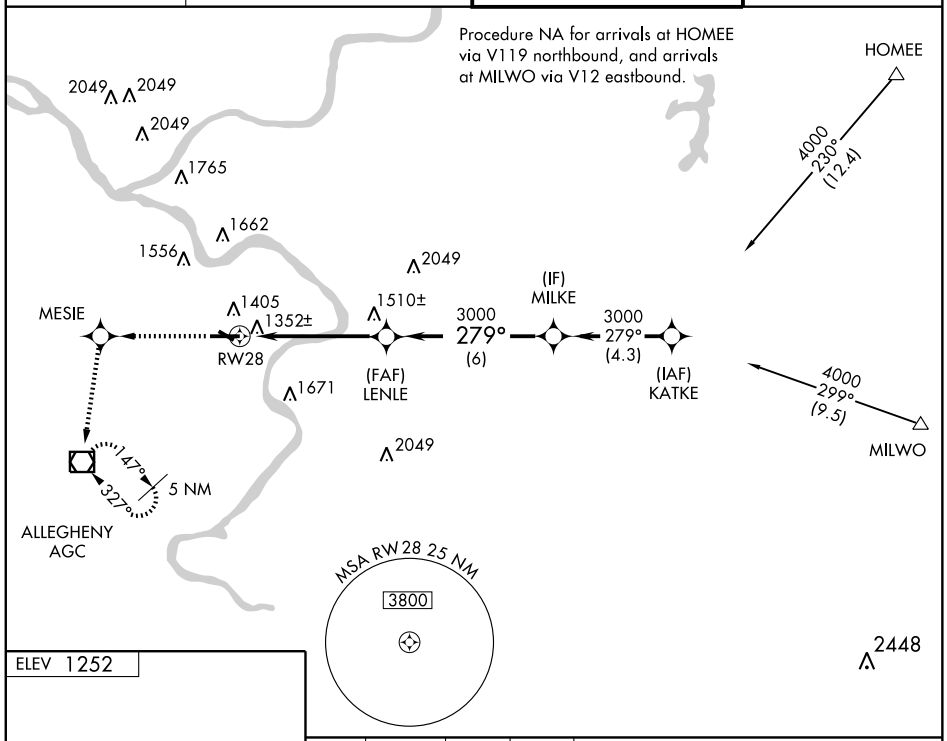
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

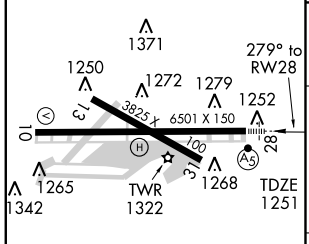
MALSR

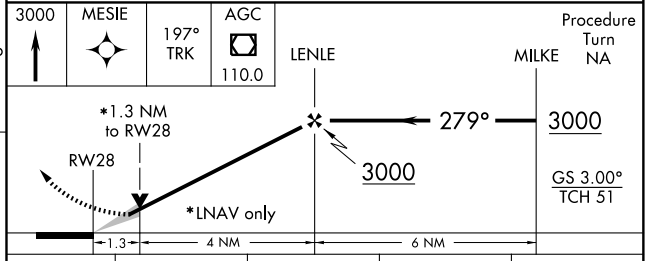
MISSED APPROACH: Climb to 3000 direct MESIE and via 197° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7

Procedure NA for arrivals at HOMEE via V119 northbound, and arrivals at MILWO via V12 eastbound.







CATEGORY	A	B	C	D
LPV DA	1563/24 312 (400-½)			
LNAV/VNAV DA	1625/40 374 (400-¾)			
LNAV MDA	1700/24 449 (500-½)		1700/40 449 (500-¾)	1700/50 449 (500-1)
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

VOR/DME AGC 110.0 Chan 37	APP CRS 056°	Rwy Idg N/A TDZE N/A Apt Elev 1252

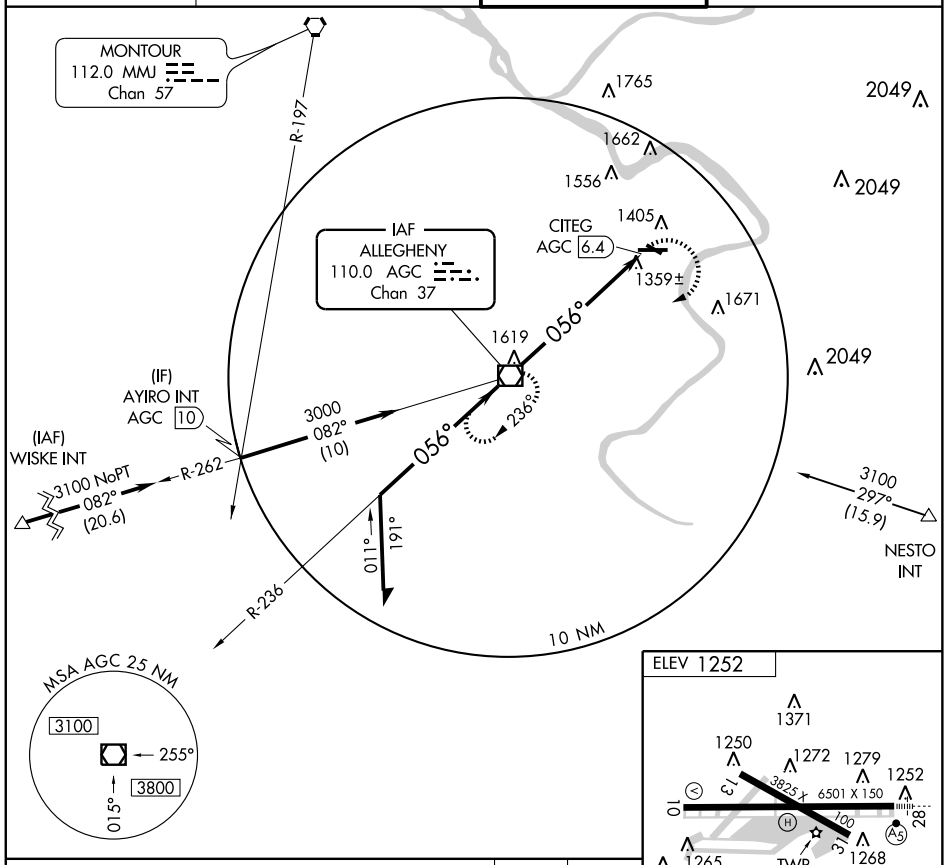
VOR-A

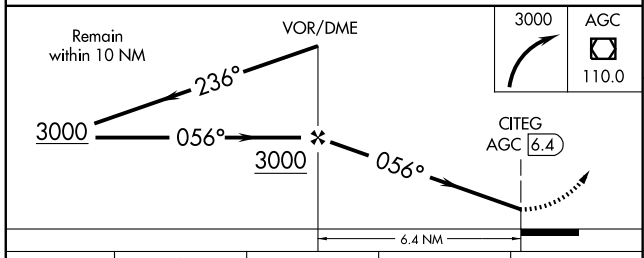
PITTSBURGH / ALLEGHENY COUNTY (AGC)

If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7



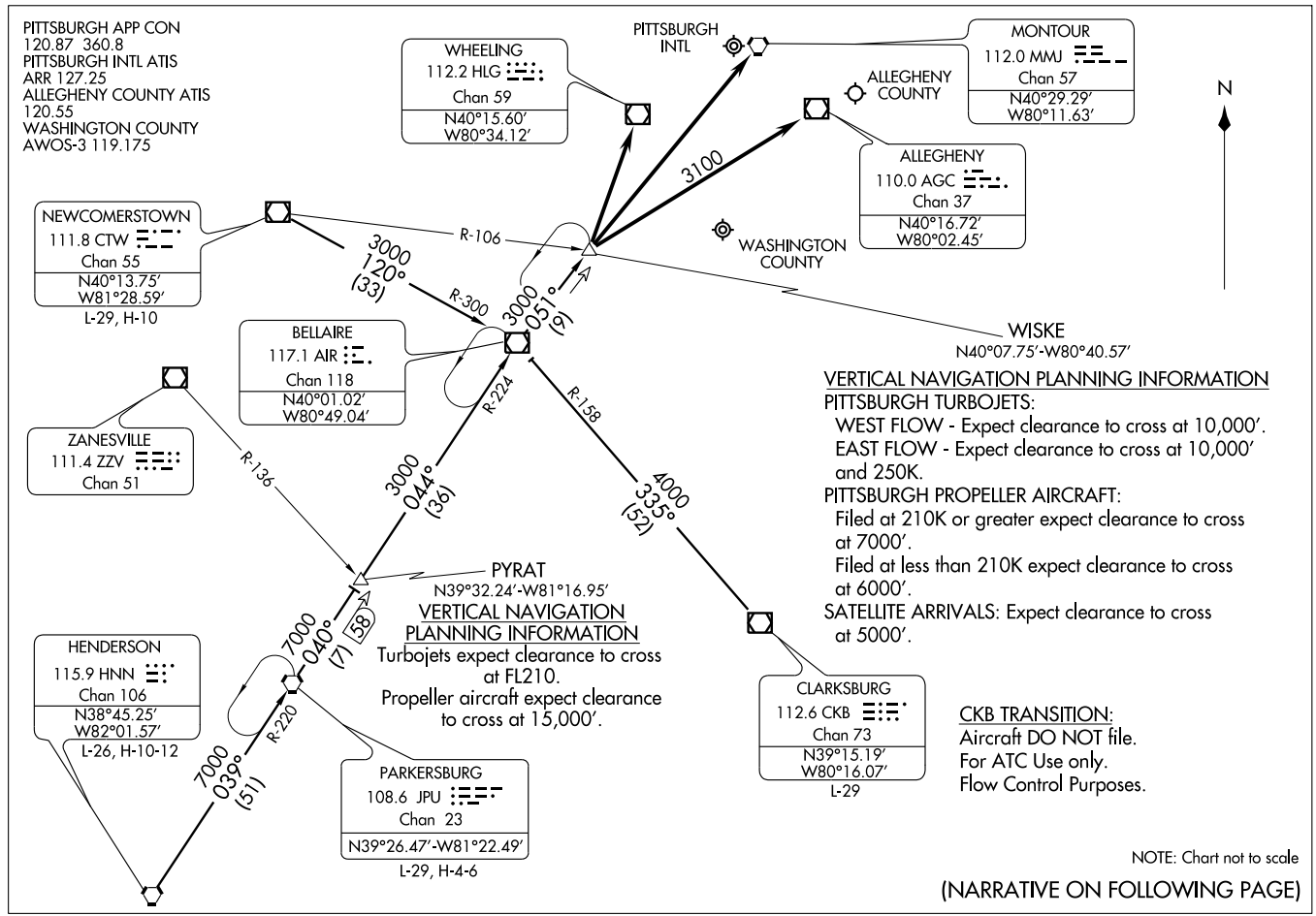


REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

CATEGORY	A	B	C	D
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	NA

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4. 03 JUN 2010 to 01 JUL 2010


PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175
WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′
PITTSBURGH INTL
MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
ALLEGHENY COUNTY
ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
3100
N
NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10
R-106
3000
120°
(33)
R-300
3000
051°
(9)
WASHINGTON COUNTY
WISKE
N40°07.75′-W80°40.57′
BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′
ZANESVILLE
111.4 ZZV
Chan 51
R-136
R-224
R-158
3000
044°
(36)
4000
335°
(52)
PYRAT
N39°32.24′-W81°16.95′
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.
7000
040°
(7)
58
HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12
R-220
7000
039°
(51)
PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6
CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29
VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.
CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

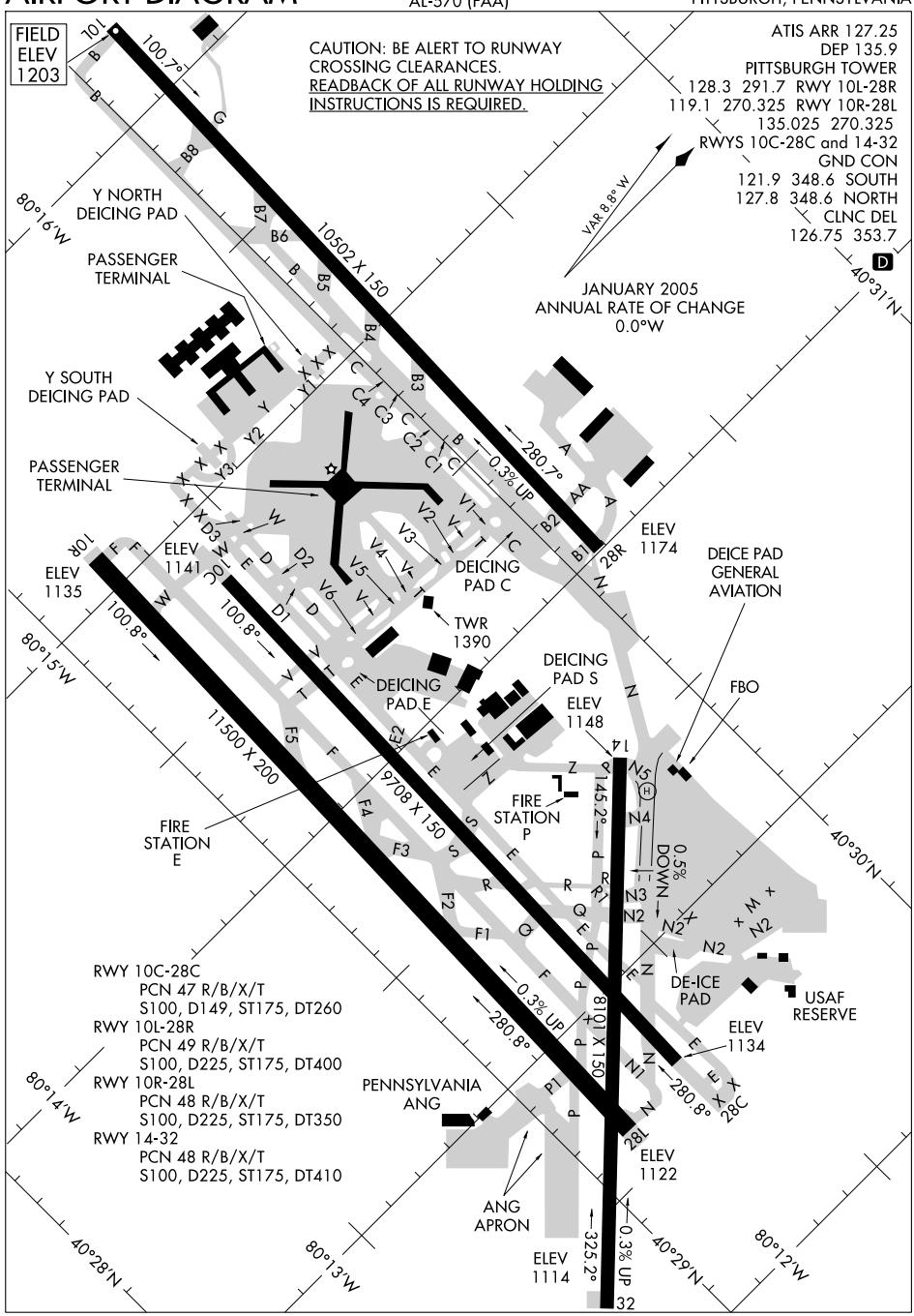
. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA



RWY 10C-28C
PCN 47 R/B/X/T
S100, D149, ST175, DT260

RWY 10L-28R
PCN 49 R/B/X/T
S100, D225, ST175, DT400

RWY 10R-28L
PCN 48 R/B/X/T
S100, D225, ST175, DT350

RWY 14-32
PCN 48 R/B/X/T
S100, D225, ST175, DT410

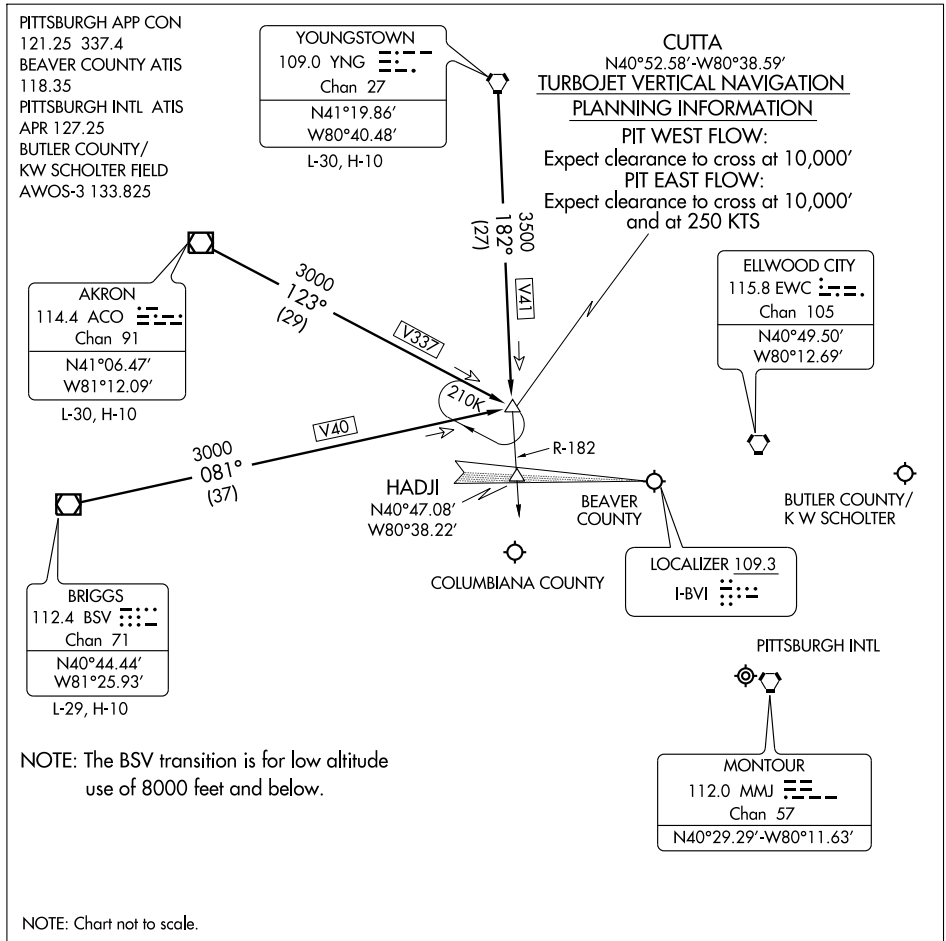
NE-4, 03 JUN 2010 to 01 JUL 2010

(CUTTA.CUTTA2) 10154

CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

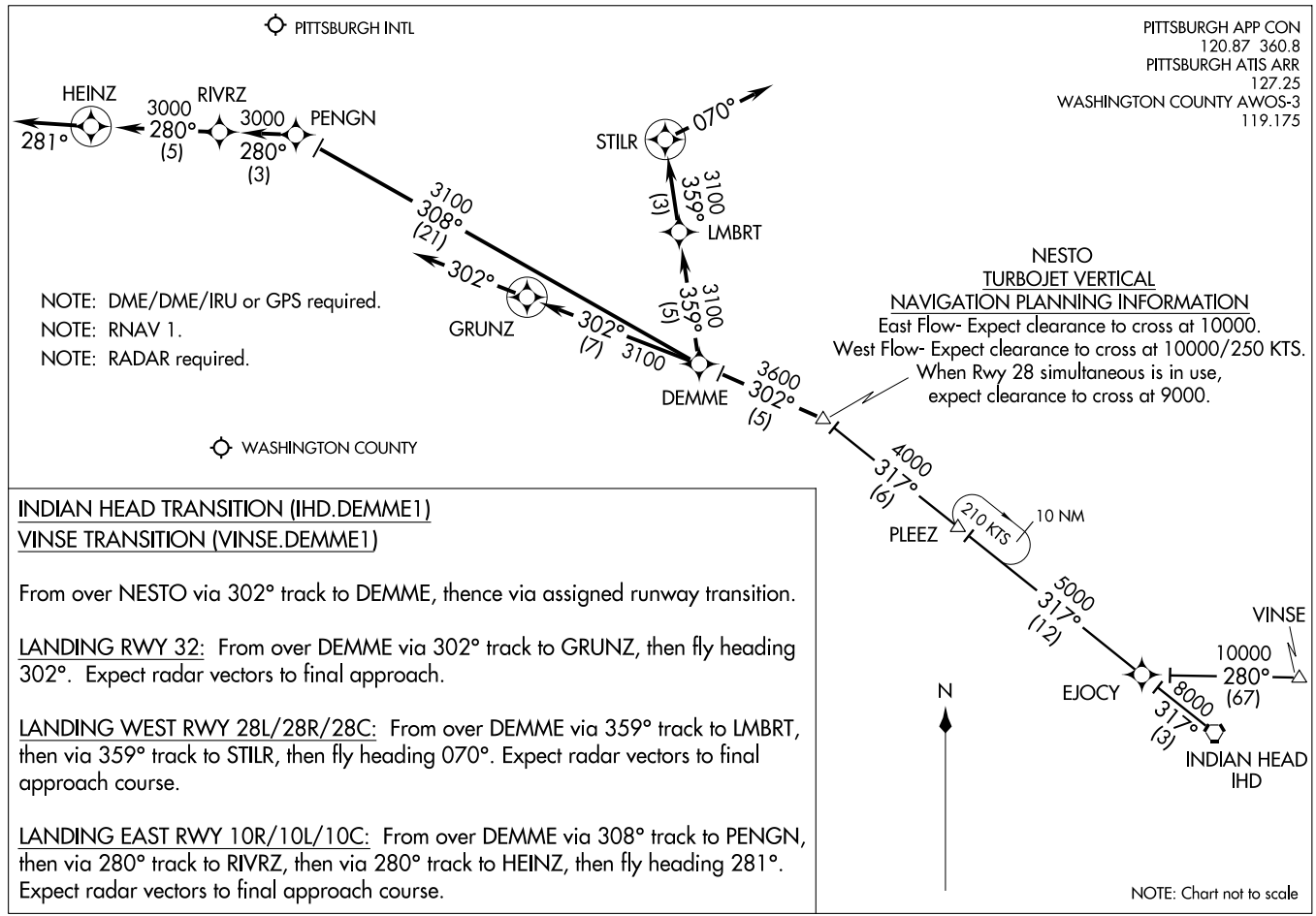
. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

(DEMME.DEMME1) 09351

DEMME ONE ARRIVAL (RNAV)

ST-570 (FAA)

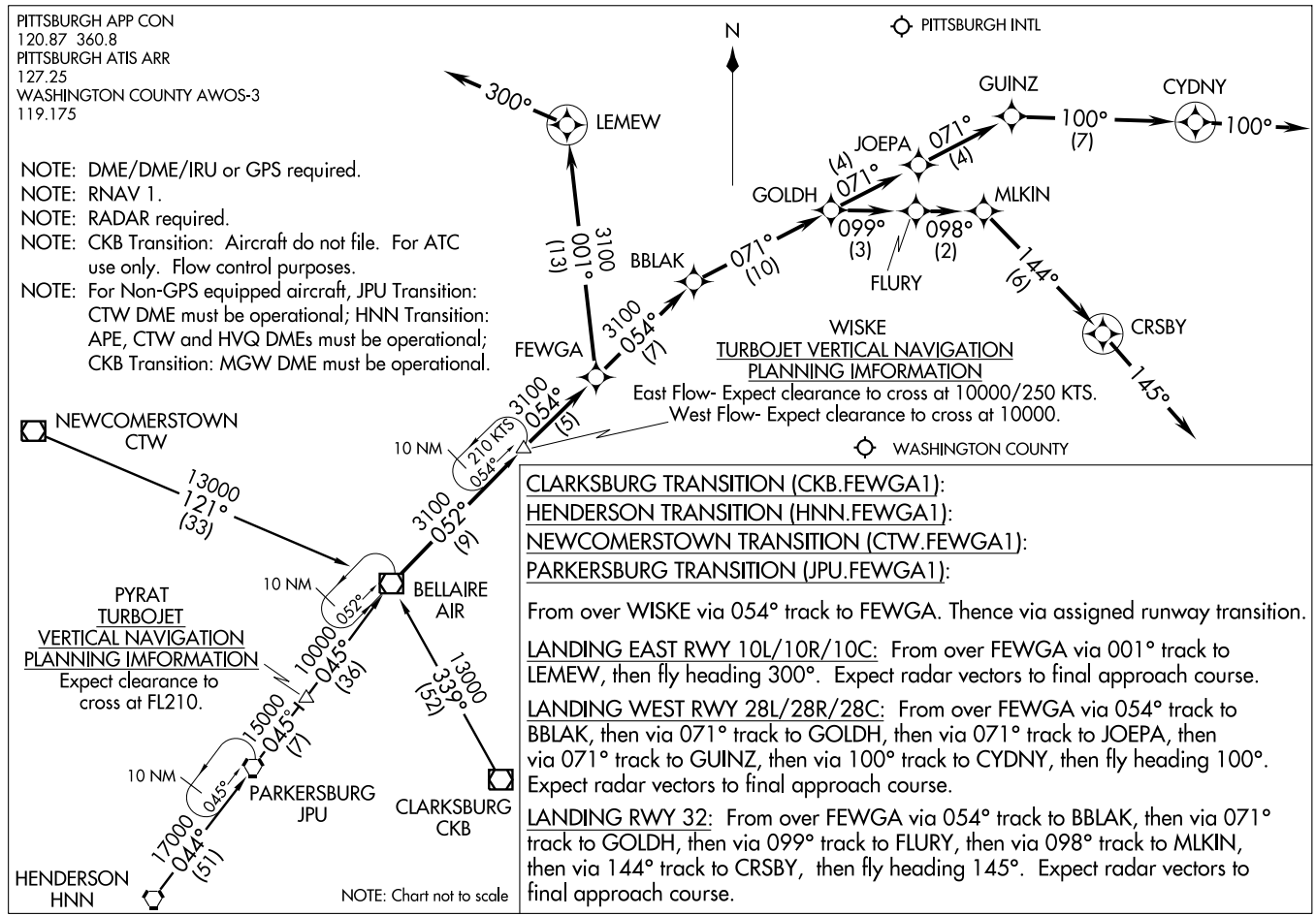
PITTSBURGH, PENNSYLVANIA

FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

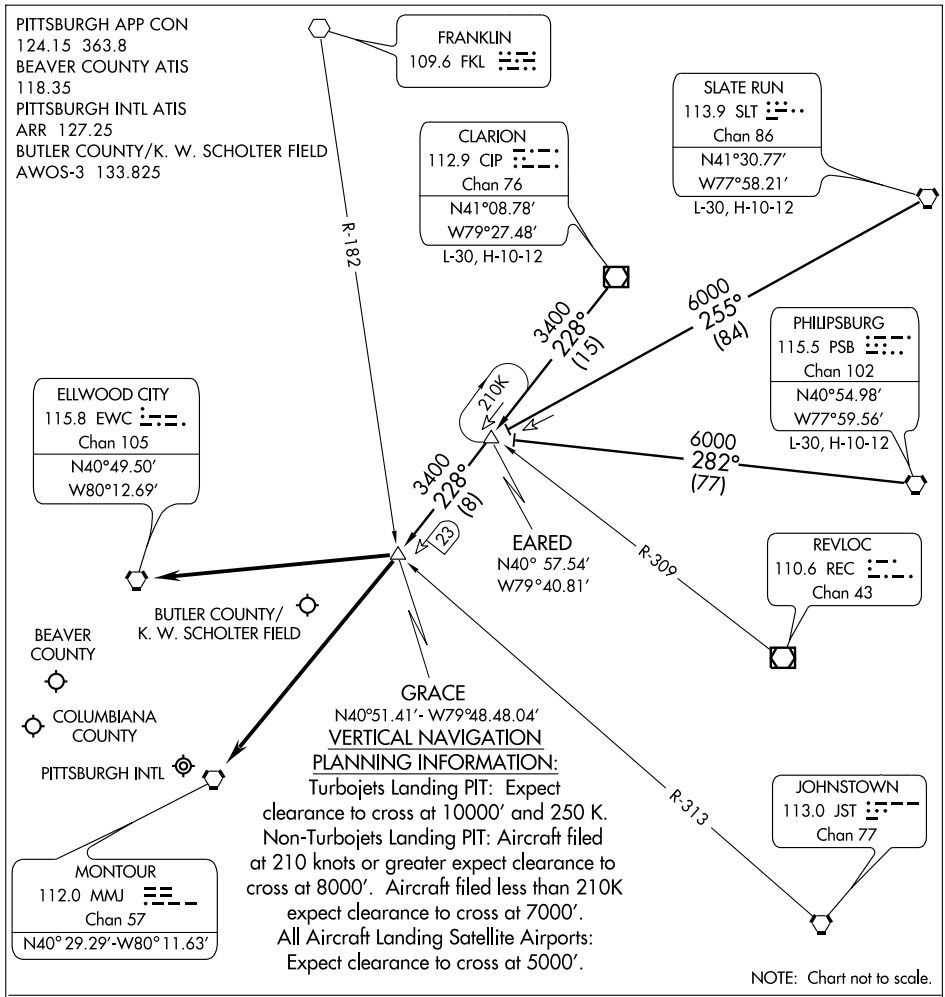
LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

(GRACE.GRACE3) 10154 ST-570 (FAA)

GRACE THREE ARRIVAL

PITTSBURGH, PENNSYLVANIA



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

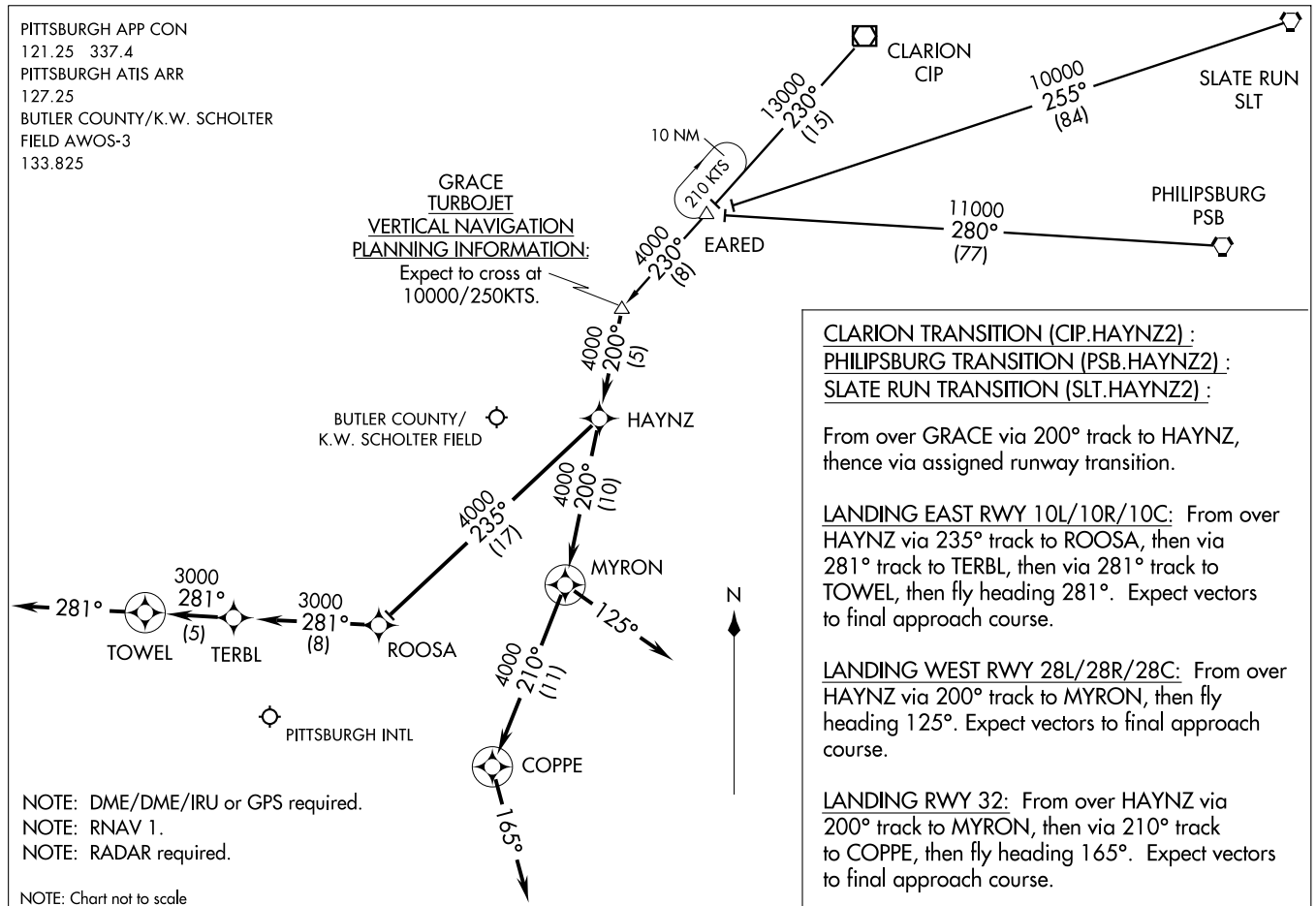
SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 03 JUN 2010 to 01 JUL 2010

HAYNZ TWO ARRIVAL (RNAV)



CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

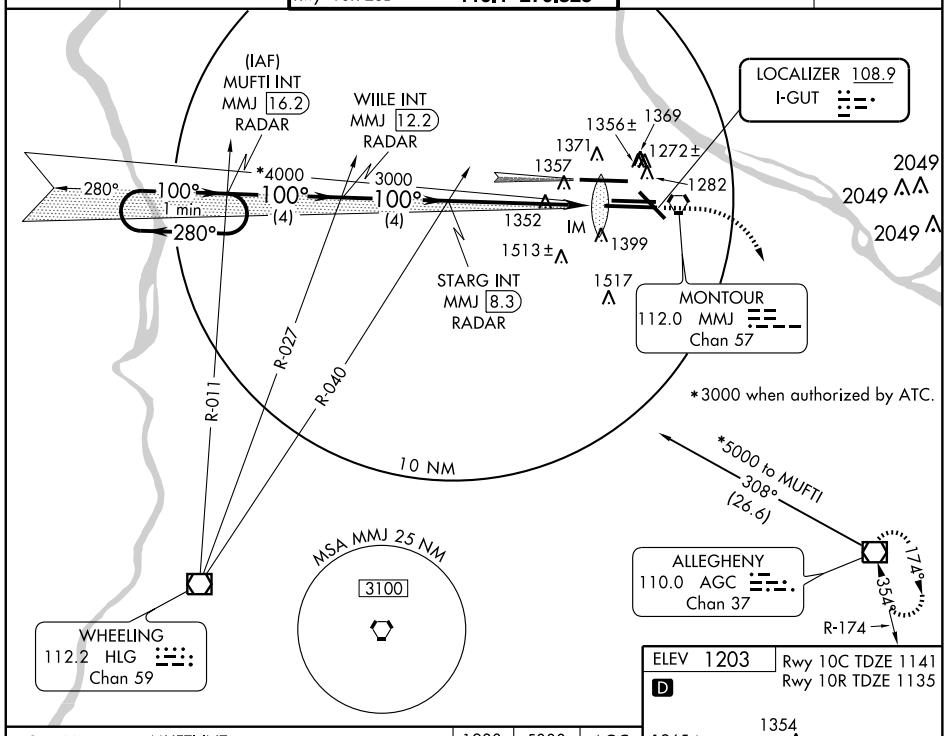
LOC I-GUT	APP CRS		10R	10C
108.9	100°	Rwy Idg	11500	9708
		TDZE	1135	1141
		Apt Elev	1203	1203

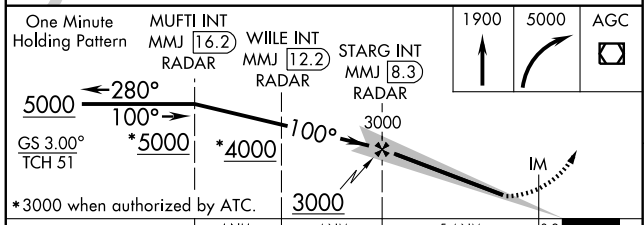
Simultaneous approach authorized with Rwy 10L.

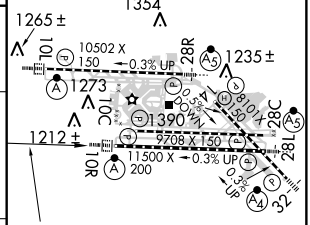
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D	E
S-ILS 10R	1335/18 200 (200-½)				1335/24 200 (200-½)
S-LOC 10R	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)	1620/60 485 (500-1¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)
SIDESTEP 10C	1620/50 479 (500-1)		1620-1½ 479 (500-1½)	1620-2 479 (500-2)	1620-2¼ 479 (500-2¼)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 03 JUN 2010 to 01 JUL 2010

PITTSBURGH, PENNSYLVANIA — AL-570 (FAA)

ILS or LOC RWY 28L

PITTSBURGH INTL (PIT)

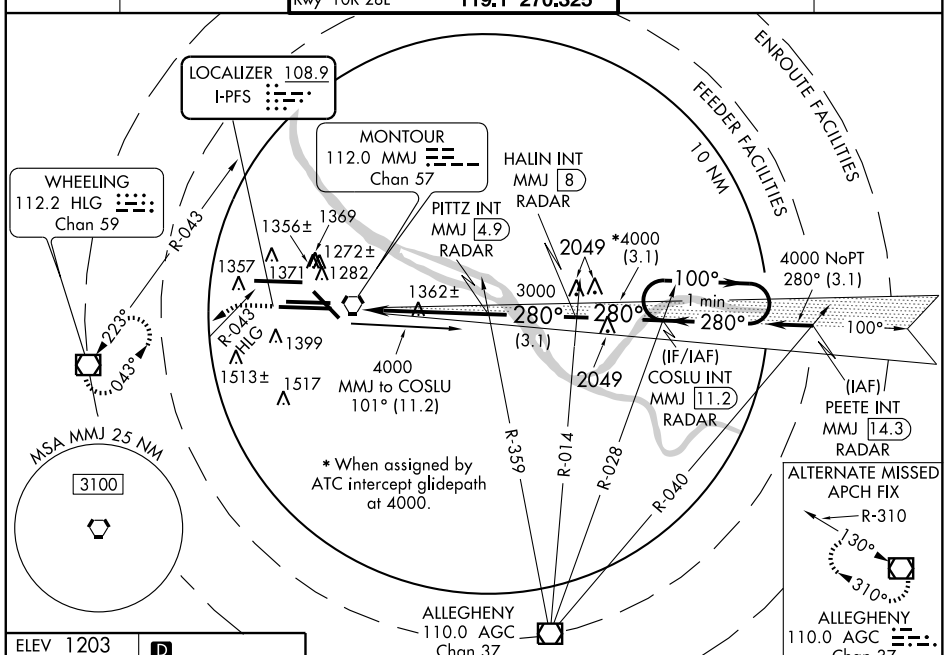
LOC I-PFS	APP CRS		28L	28C
108.9	280°	Rwy ldg	11500	9708
		TDZE	1125	1134
		Apt Elev	1203	1203

Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1¾.

MALSR

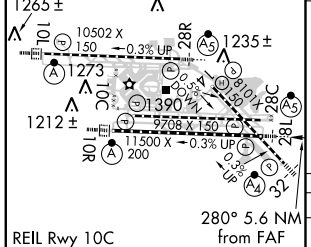
MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203 D

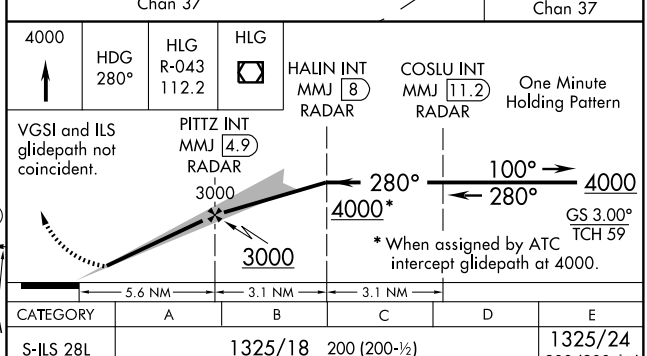
Rwy 28L TDZE 1125
Rwy 28C TDZE 1134



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 28L	1325/18 200 (200-½)				1325/24 200 (200-½)
S-LOC 28L	1620/24 495 (500-½)		1620/40 495 (500-¾)	1620/50 495 (500-1)	1620/60 495 (500-1¼)
SIDESTEP 28C	1620-1 486 (500-1)		1620-1½ 486 (500-1½)	1620-2 486 (500-2)	1620-2¼ 486 (500-2¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

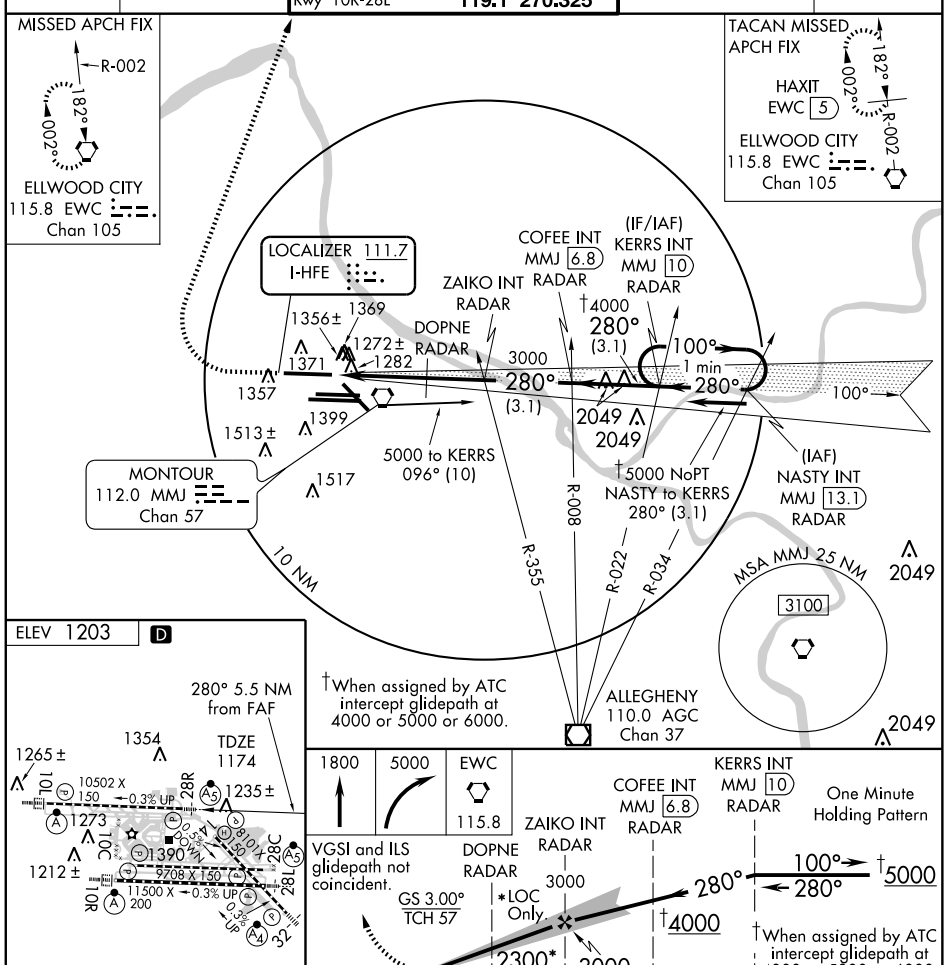
ILS or LOC RWY 28R
PITTSBURGH INTL (PIT)

For inoperative MALSR, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 28L. Radar Required for LOC minimums.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D	E
S-ILS 28R	1374/18 200 (200-½)				1374/24 200 (200-½)
S-LOC 28R	1540/24 366 (400-½)			1540/40	366 (400-¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 32

PITTSBURGH INTL (PIT)

LOC I-TQW	APP CRS	Rwy ldg	8101
111.3	324°	TDZE	1123
		Apt Elev	1203

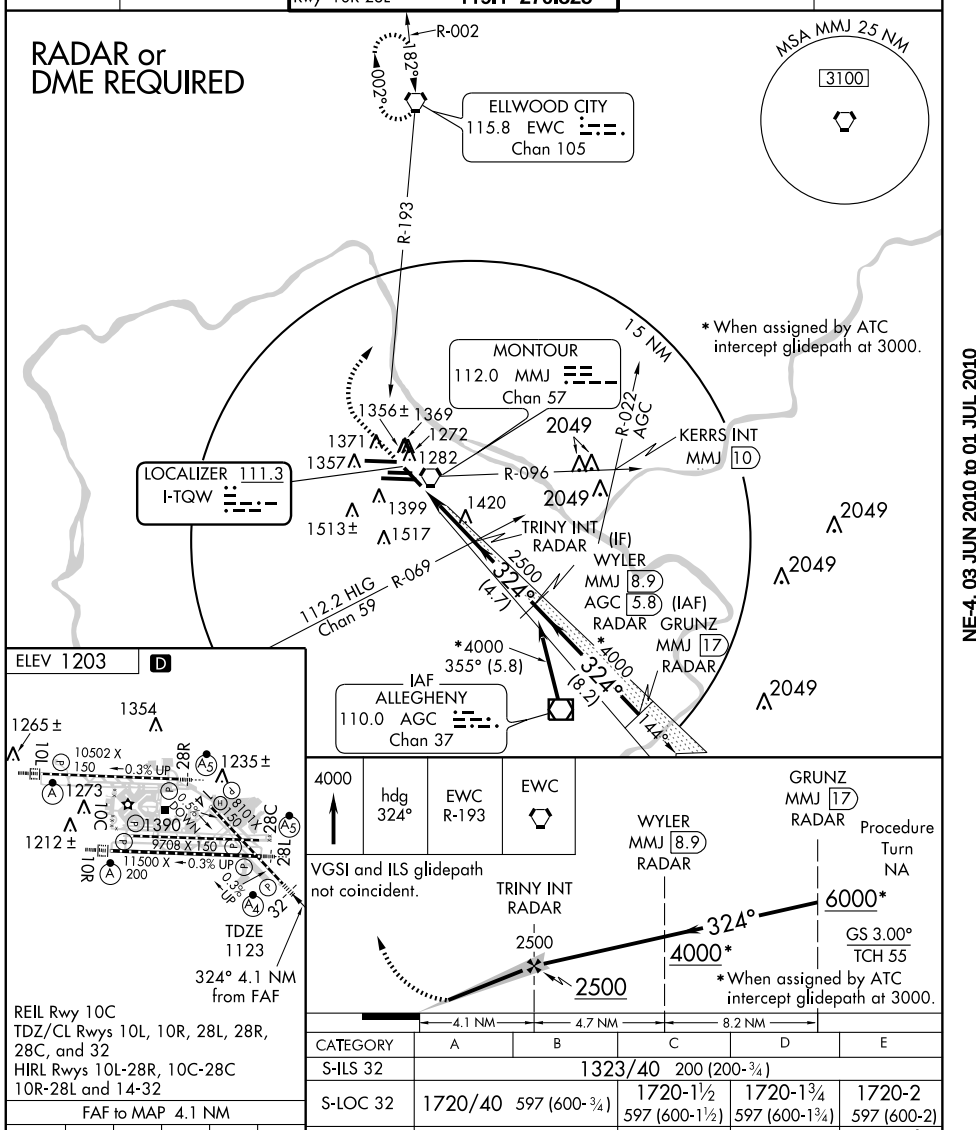
Inoperative table does not apply to S-LOC 32 Cat C.

MALS

MISSED APPROACH: Climb to 4000 on heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold. (TACAN aircraft continue on EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

RADAR or DME REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C 10R-28L and 14-32

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 32	1323/40 200 (200-¾)				
S-LOC 32	1720/40 597 (600-¾)		1720-1½ 597 (600-1½)	1720-1¾ 597 (600-1¾)	1720-2 597 (600-2)
CIRCLING	1720-1 517 (600-1)		1720-1½ 517 (600-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

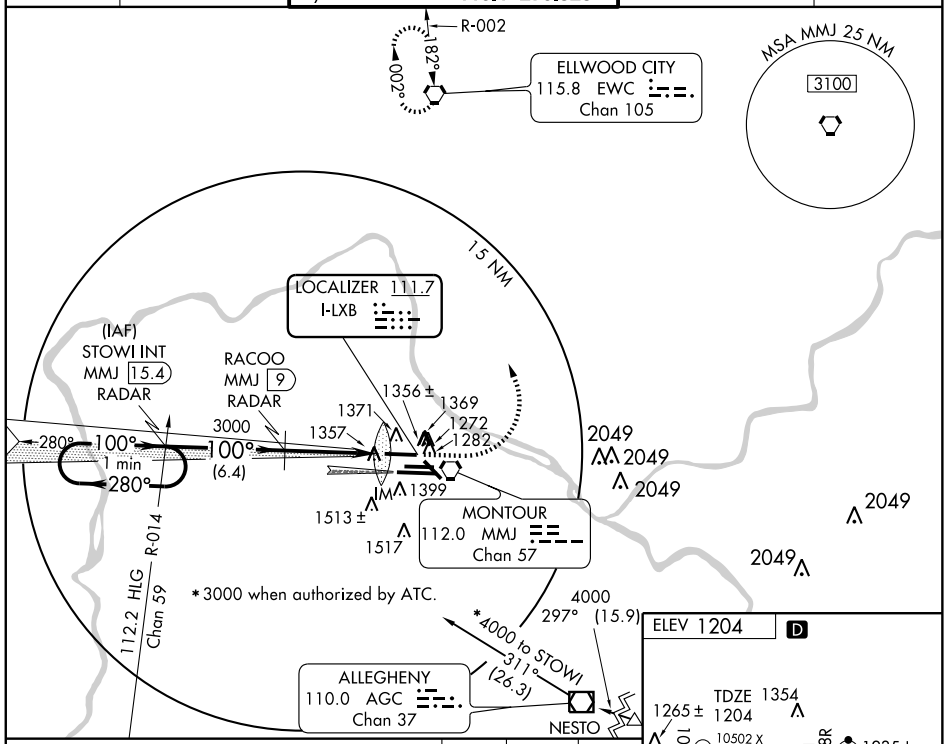
ILS RWY 10L
PITTSBURGH INTL (PIT)

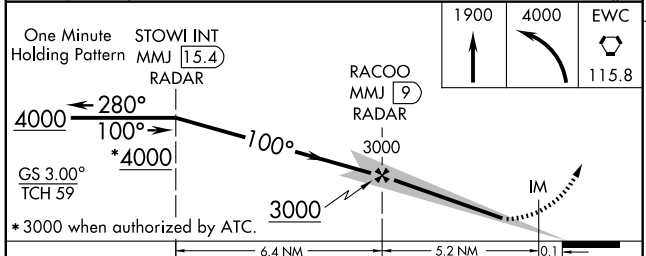
Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

ALSF-2

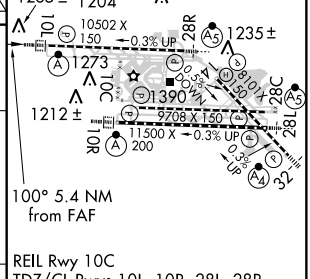
MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





1900	4000	EWC
		115.8



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY	A	B	C	D	E
S-ILS 10L	1404/18 200 (200-½)				1404/24 200 (200-½)
S-LOC 10L	1580/24 376 (400-½)			1580/40 376 (400-¾)	
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)	1860-2¼ 656 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

ILS RWY 10L (CAT II)

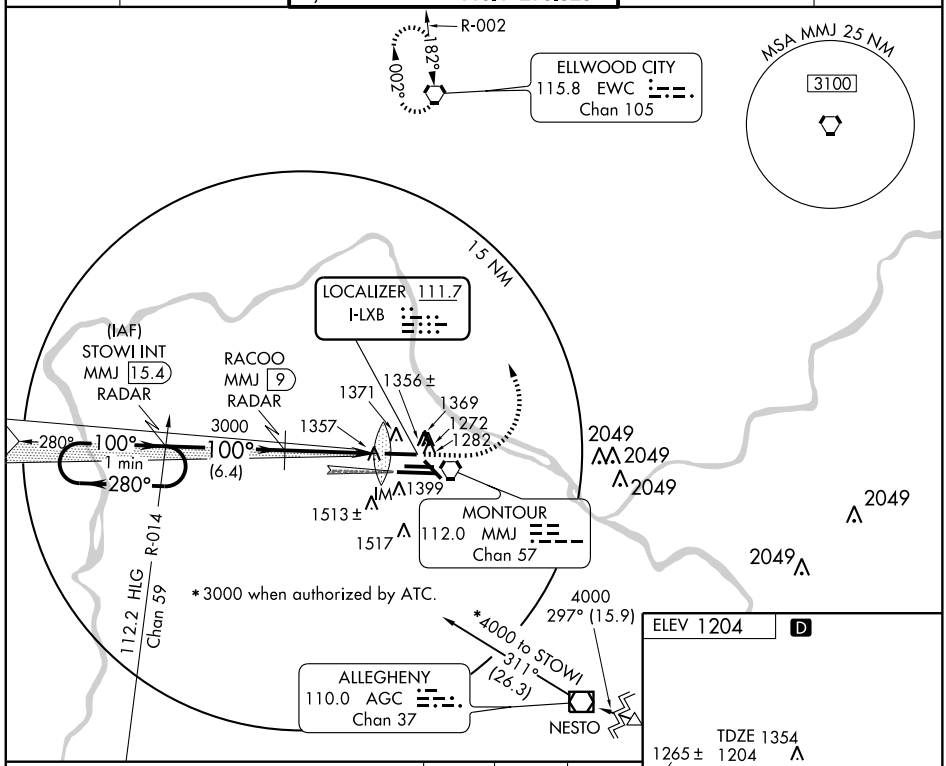
PITTSBURGH INTL (PIT)

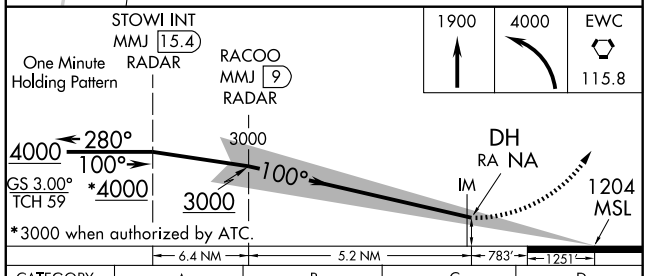
Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

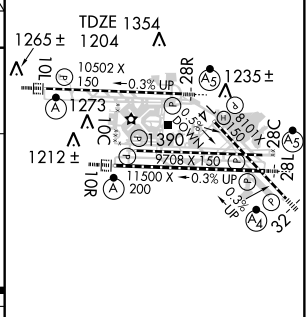
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10L	RA NA/12 100 DA 1304			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

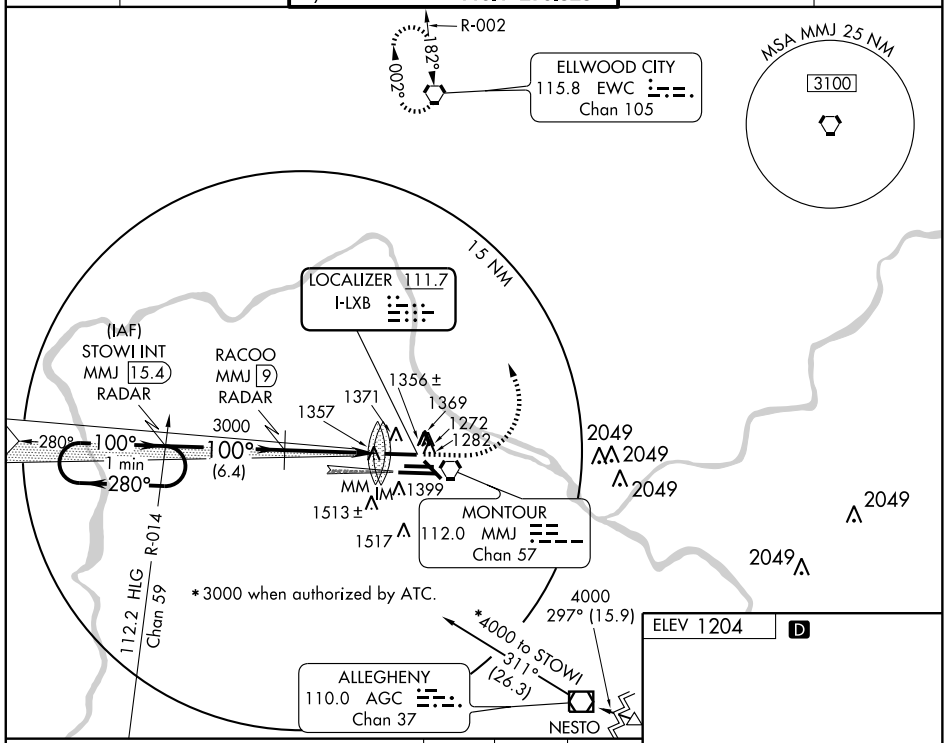
ILS RWY 10L (CAT III)
PITTSBURGH INTL (PIT)

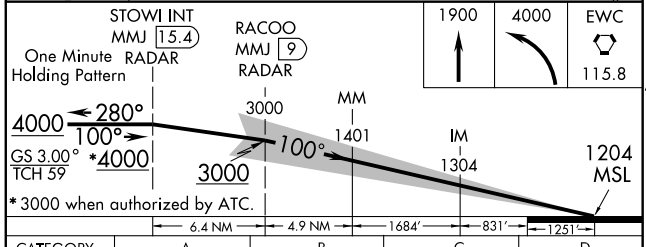
Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

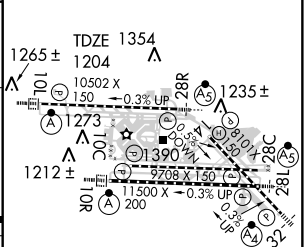
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10L	Cat IIIa RVR 07			
S-ILS 10L	Cat IIIb RVR 06			
S-ILS 10L	Cat IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

ILS RWY 10R (CAT II)

PITTSBURGH INTL (PIT)

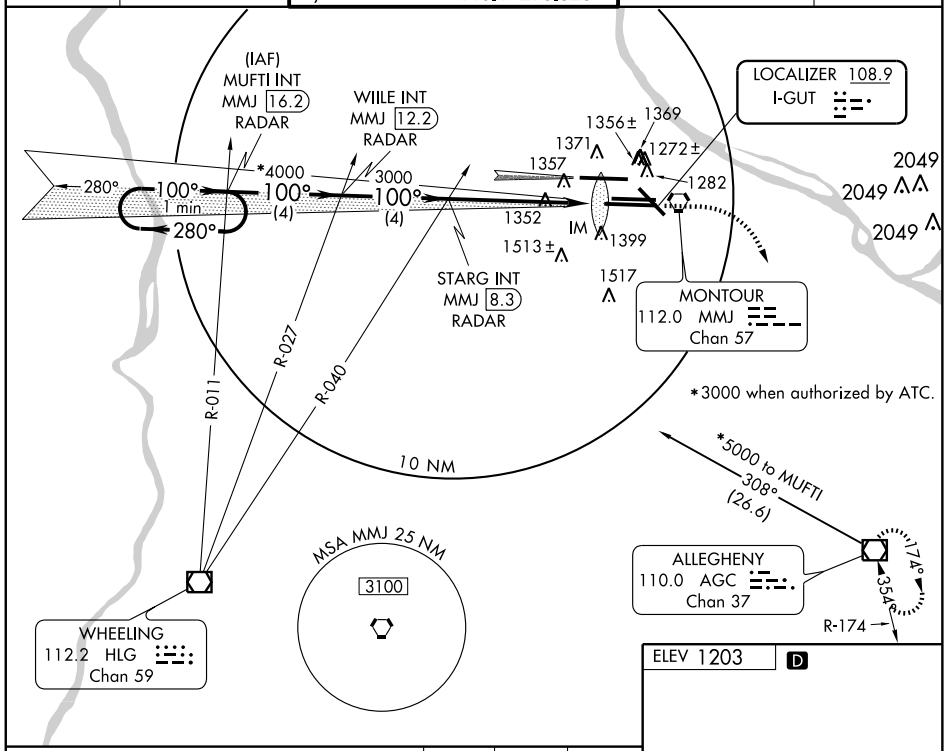
LOC I-GUT	APP CRS	Rwy ldg / TDZE / Apt Elev
108.9	100°	11500 / 1135 / 1203

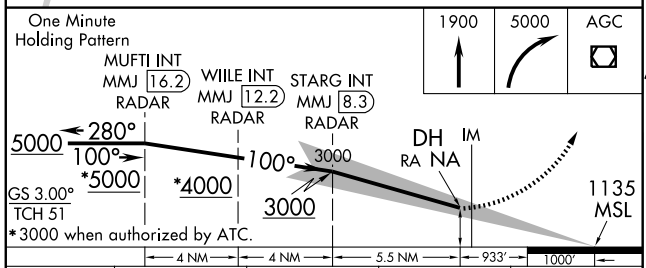
Simultaneous approach authorized with Rwy 10L.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

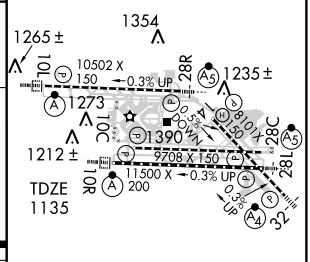
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7





CATEGORY	A	B	C	D
S-ILS 10R	RA NA/12 100 DA 1235			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 03 JUN 2010 to 01 JUL 2010

ILS RWY 10R (CAT III)

PITTSBURGH INTL (PIT)

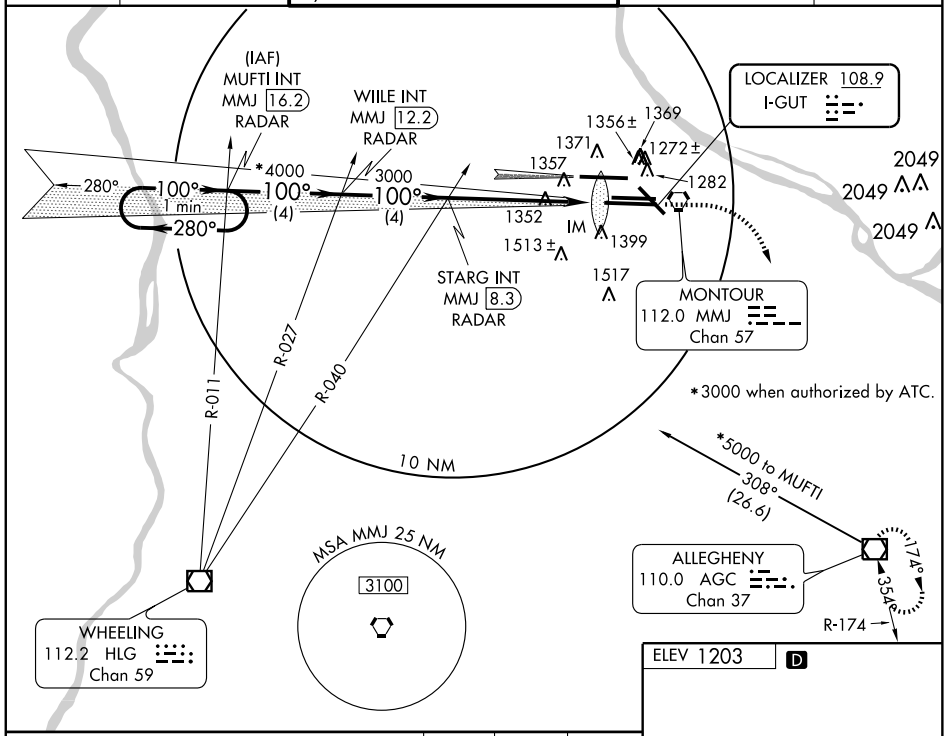
LOC I-GUT	APP CRS	Rwy ldg / TDZE / Apt Elev
108.9	100°	11500 / 1135 / 1203

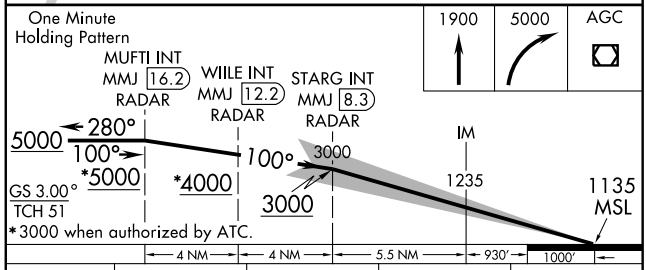
Simultaneous approach authorized with Rwy 10L.

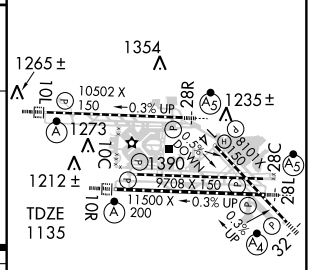
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7







CATEGORY	A	B	C	D
S-ILS 10R		Cat IIIa	RVR 07	
S-ILS 10R		Cat IIIb	RVR 06	
S-ILS 10R		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 03 JUN 2010 to 01 JUL 2010

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

LOC I-PFS	APP CRS	Rwy ldg	11500
108.9	280°	TDZE	1125
		Apt Elev	1203

ILS RWY 28L (CAT II)

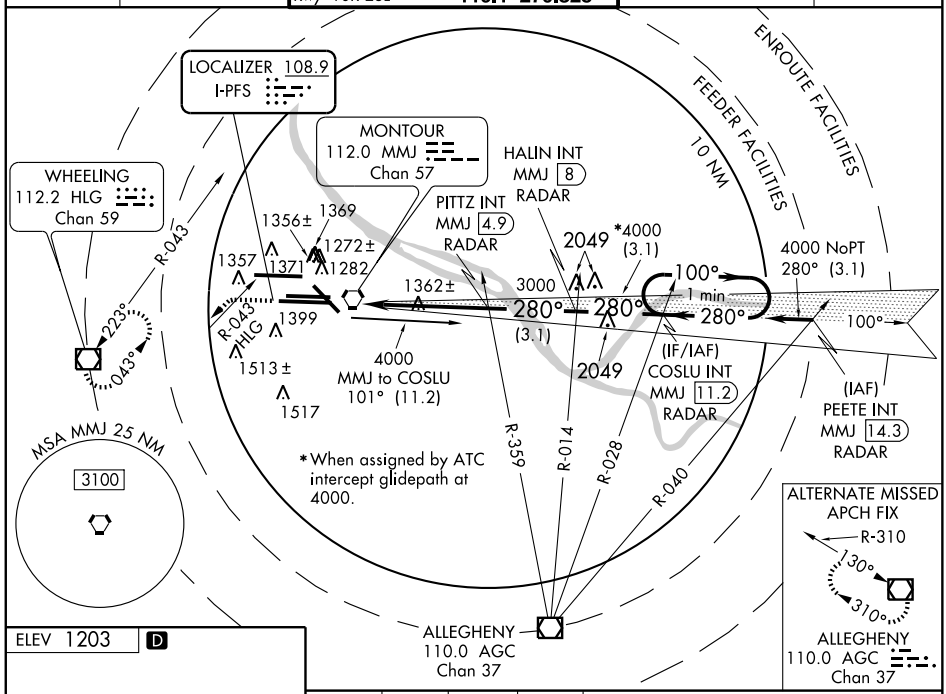
PITTSBURGH INTL (PIT)

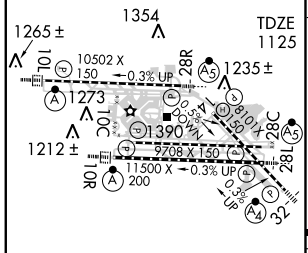
Simultaneous approach authorized with Rwy 28R.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

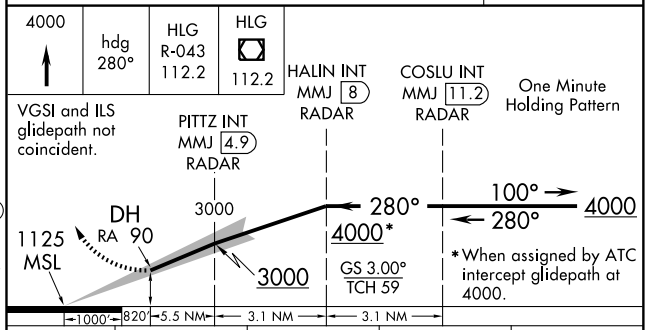
MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
S-ILS 28L	RA 90/12 100 DA 1225			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

ILS RWY 28R (CAT II)

PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX
R-002
182°
002°
ELLWOOD CITY
115.8 EWC
Chan 105

TACAN MISSED APCH FIX
182°
002°
R-002
HAXIT
EWC 5
ELLWOOD CITY
115.8 EWC
Chan 105

LOCALIZER 111.7
I-HFE

COFEE INT
MMJ 6.8
RADAR

(IF/IAF)
KERRS INT
MMJ 10
RADAR

ZAIKO INT
RADAR

†4000
280°
(3.1)

100°
1 min
280°

3000
280°
(3.1)

2049
2049

100°

1356±
1369
1272±
1282
1371
1357
1399
1513±

5000 to KERRS
096° (10)

†5000 NoPT
NASTY to KERRS
280° (3.1)

(IAF)
NASTY INT
MMJ 13.1
RADAR

MONTOUR
112.0 MMJ
Chan 57

1517

R-008
R-355
R-022
R-034

10 NM

MSA MMJ 25 NM
3100
2049
2049

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

ALLEGHENY
110.0 AGC
Chan 37

ELEV 1203 D

1354
TDZE
1174
1265±
1235±
10L
28R
10502 X 150
0.3% UP
1273
10C
28C
1212±
1390
9708 X 150
10R
28L
11500 X 150
0.3% UP
200
32
0.5% DOWN
8101 X 150
0.3% UP

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

1800	5000	EWC
		115.8

VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 57

DH
RA 146
1174
MSL

ZAIKO INT
RADAR

COFEE INT
MMJ 6.8
RADAR

KERRS INT
MMJ 10
RADAR

One Minute Holding Pattern

3000
280°
100°
280°
†4000
†5000
3000

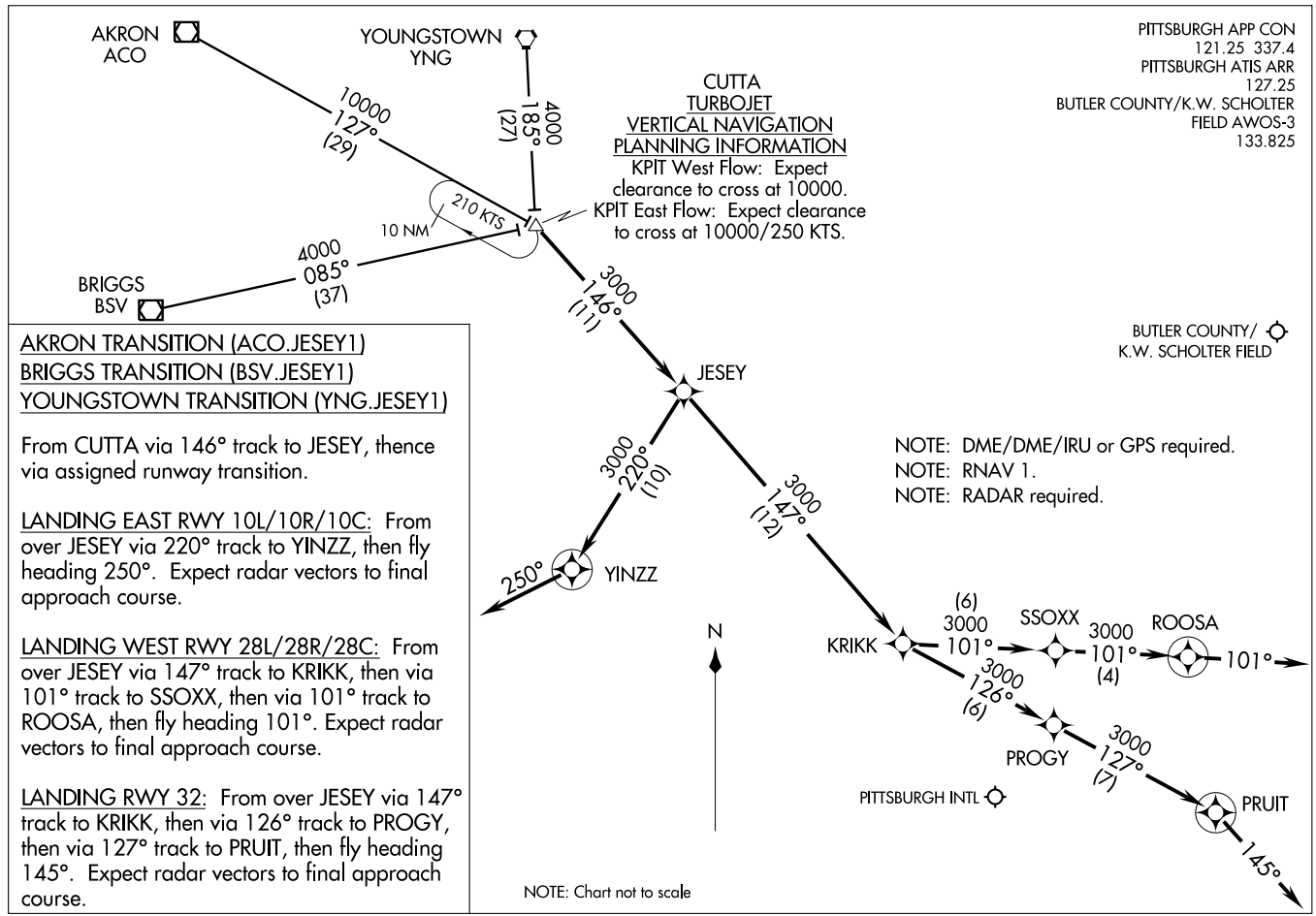
†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

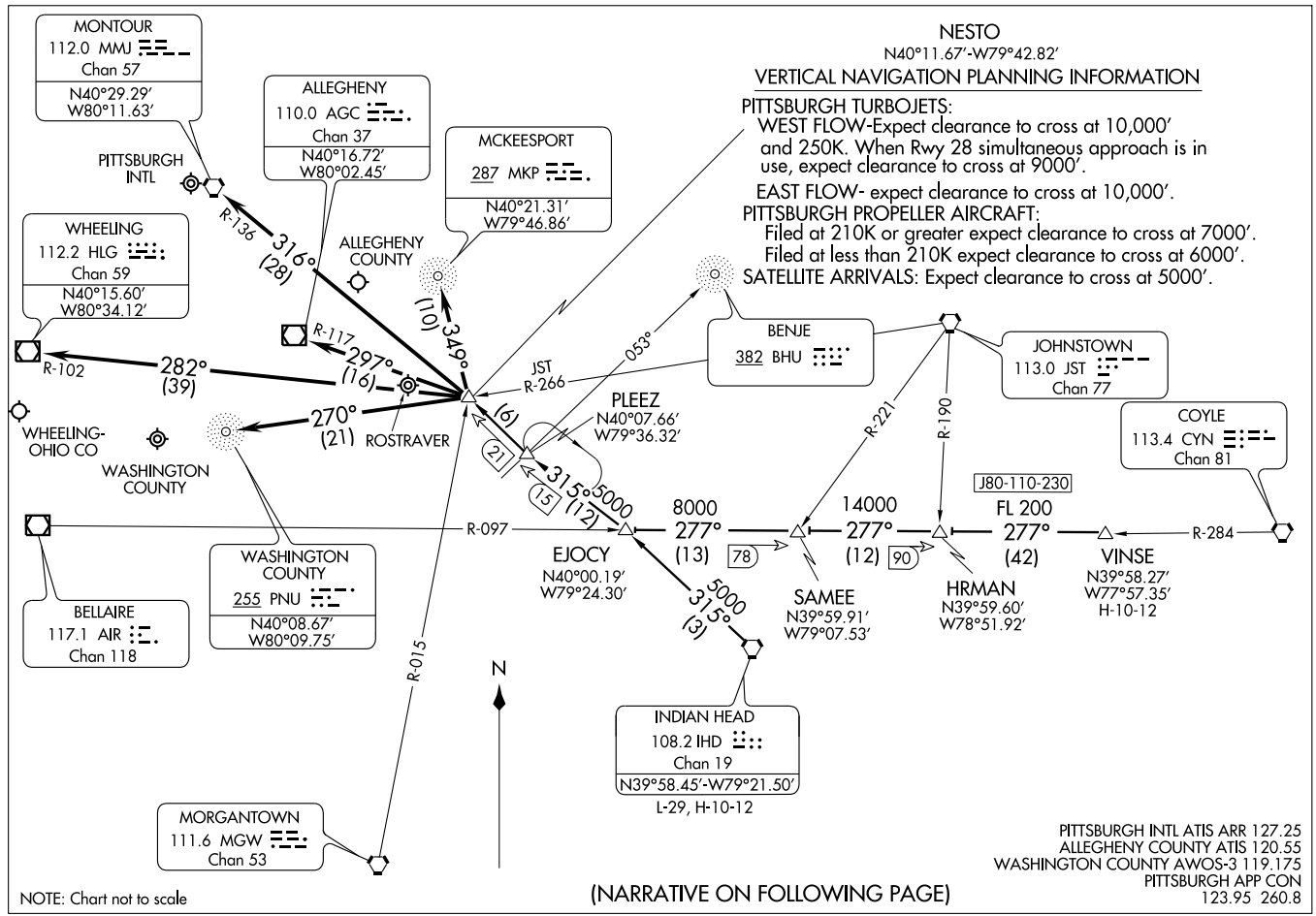
1110' 782' 5.4 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 28R	RA 146/12 100 DA 1274			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 03 JUN 2010 to 01 JUL 2010


AKRON
ACO
YOUNGSTOWN
YNG
10000
127°
(29)
4000
185°
(27)
CUTTA
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION
KPIT West Flow: Expect clearance to cross at 10000.
KPIT East Flow: Expect clearance to cross at 10000/250 KTS.
210 KTS
10 NM
4000
085°
(37)
BRIGGS
BSV
3000
146°
(11)
PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825
BUTLER COUNTY/
K.W. SCHOLTER FIELD
JESEY
AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)
From CUTTA via 146° track to JESEY, thence via assigned runway transition.
LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.
LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.
LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
3000
220°
(10)
3000
147°
(12)
250°
YINZZ
N
KRIKK
(6)
3000
101°
SSOXX
3000
101°
(4)
ROOSA
101°
3000
126°
(6)
PROGY
3000
127°
(7)
PITTSBURGH INTL
PRUIT
145°
NOTE: Chart not to scale
JESEY ONE ARRIVAL (RNAV) (JESEY.JESEY1) 09351
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL (NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 03 JUN 2010 to 01 JUL 2010

ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
U.S. AIRWAYS RAMP CON
131.37 (SOUTH) 130.77 (NORTH)
PITTSBURGH TOWER
Rwy 10L/28R 128.3 291.7
Rwy 10R/28L 119.1 270.325
Rwy 10C/28C and 14/32
135.02 270.325

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/navaid/radial for your route is located (see graphic).
NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supercede those indicated here.

N

PITTSBURGH DEP CON NORTH
124.75 338.2

PITTSBURGH DEP CON SOUTH
119.35 285.575

BRIGGS
112.4 BSV
Chan 71
N40°44.44′
W81°25.93′
L-29, H-10

TIVERTON
116.5 TVT
Chan 112
N40°27.48′-W82°07.61′
L-29

DILNE
N40°28.08′
W80°52.54′

1700
280°
1700
324°
100°
1700
144°
1700

R-092
R-276
R-319
R-225
R-158
V103
R-335

ELLWOOD CITY
115.8 EWC
Chan 105
N40°49.50′
W80°12.69′
L-29, H-10

TYRONE
114.9 TON
Chan 96
N40°44.11′
W78°19.88′
L-30

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
L-29

REVLOC
110.6 REC
Chan 43
N40°32.79′
W78°44.82′
L-29

JOHNSTOWN
113.0 JST
Chan 77
N40°19.00′
W78°50.05′
L-29, H-10-12

WHEELING
112.2 HLG
Chan 59
N40°15.59′
W80°34.12′
L-29

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
L-29

BURGS
N39°41.91′
W80°35.19′
L-29,
H-10-12

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′-W80°49.04′
L-29, H-10-12

MORGANTOWN
111.6 MGW
Chan 53
N39°33.40′
W79°51.62′
L-29, H-10-12

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

TAKEOFF MINIMUMS:
Rwys 10L, 10C, 10R, 28L, 28R, 14: STANDARD.
Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient, Takeoff must occur no later than 2100 ft prior to DER.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

PITTSBURGH NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C,10R: Climb heading 100° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.
JETS: Maintain 5000 or requested altitude if lower.
ALL OTHERS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:
Rwy 10L: Tree 1387′ from DER, 733′ left of centerline, 59′ AGL/1233′ MSL.
Rod on OL tower 4168′ from DER, 910′ left of centerline, 112′ AGL/1282′ MSL.
Tower 4175′ from DER, 864′ left of centerline, 112′ AGL/1282′ MSL.
Tree 1463′ from DER, 672′ left of centerline, 38′ AGL/1212′ MSL.
Rwy 10C: Multiple trees beginning 3207′ from DER, 461′ left of centerline, up to 29′ AGL/1263′ MSL.
Rwy 10R: Multiple trees beginning 1082′ from DER, 102′ right of centerline, up to 66′ AGL/1265′ MSL.
OL on monitor pole 4590′ from DER, 1124′ left of centerline, 55′ AGL/1241′ MSL.
Pole 4610′ from DER, 1138′ left of centerline, 55′ AGL/1241′ MSL.
Rwy 14: Tree 968′ from DER, 516′ right of centerline, 44′ AGL/1158′ MSL.
Rwy 28L: Tree 2272′ from DER, 1109′ left of centerline, 64′ AGL/1223′ MSL.
Tree 39′ from DER, 498′ left of centerline, 9′ AGL/1144′ MSL.
Rwy 28R: Tree 1810′ from DER, 912′ right of centerline, 34′ AGL/1273′ MSL.
Bush 73′ from DER, 477′ right of centerline, 12′ AGL/1215′ MSL.
Pole 465′ from DER, 633′ left of centerline, 20′ AGL/1233′ MSL.
Rwy 32: Antenna on OL tower 1.1 NM from DER, 435′ left of centerline, 105′ AGL/1354′ MSL.
Tower 1.1 NM from DER, 497′ left of centerline, 96′ AGL/1342′ MSL.
LT on pole 454′ from DER, 515′ right of centerline, 25′ AGL/1173′ MSL.
Multiple trees beginning 1717′ from DER, 1108′ right of centerline, up to 61′ AGL/1312′ MSL.
Tree 6074′ from DER, 1272′ right of centerline, 61′ AGL/1321′ MSL.
Tree 2577′ from DER, 1108′ right of centerline, 74′ AGL/1233′ MSL.
Tree 2480′ from DER, 1118′ right of centerline, 33′ AGL/1212′ MSL.

WAAS CH 81826 W10B	APP CRS 100°	Rwy Idg 10502 TDZE 1204 Apt Elev 1204

RNAV (GPS) RWY 10L

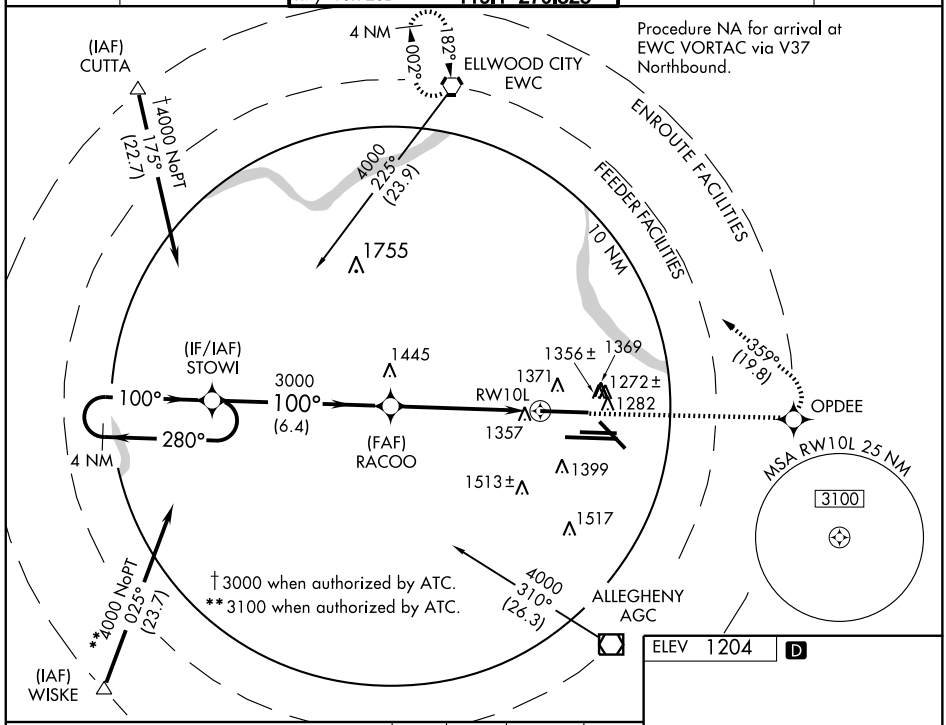
PITTSBURGH INTL (PIT)

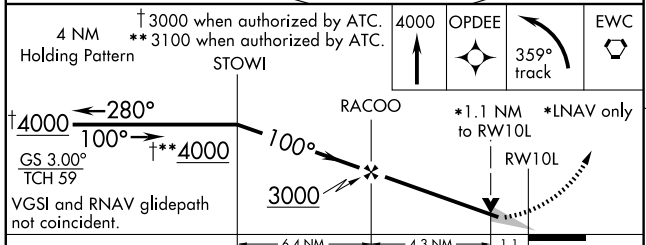
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats., increase LNAV Cat D visibility to RVR 6000.

ALSF-2

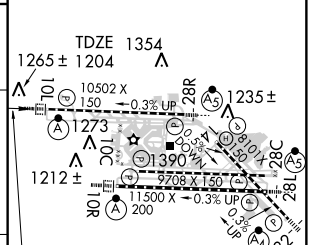
MISSED APPROACH: Climb to 4000 direct OPDEE and left turn via 359° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7





CATEGORY	A	B	C	D
LPV DA	1484/24 280 (300-½)			
LNAV/VNAV DA	1636/50 432 (500-1)			
LNAV MDA	1620/24 416 (500-½)		1620/40 416 (500-¾)	1620/50 416 (500-1)
CIRCLING	1700-1½ 496 (500-1½)			1760-2 556 (600-2)



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 77526	144°	Rwy Idg	8101
W14A		TDZE	1148
		Apt Elev	1204

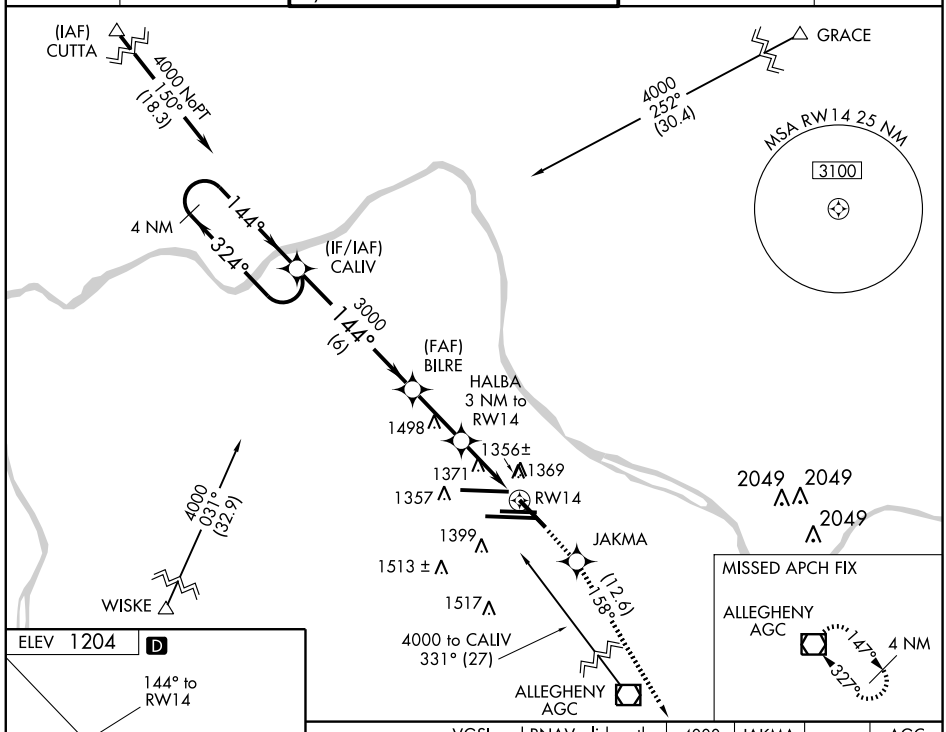
RNAV (GPS) RWY 14

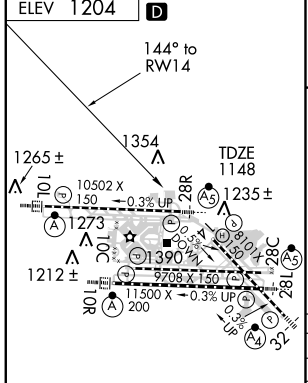
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP - 0.3 NA.

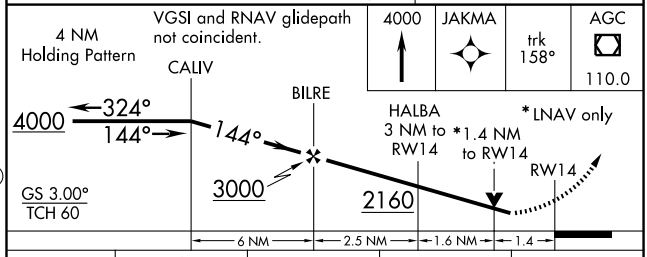
MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
LPV DA	1636-1¾ 488 (500-1¾)			
LNAV/VNAV DA	1654-1¾ 506 (600-1¾)			
LNAV MDA	1640/50 492 (500-1)		1640/60 492 (500-1¼)	1640-1½ 492 (500-1½)
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 90126 W10A	APP CRS 100°	Rwy Idg 9708 TDZE 1141 Apt Elev 1203

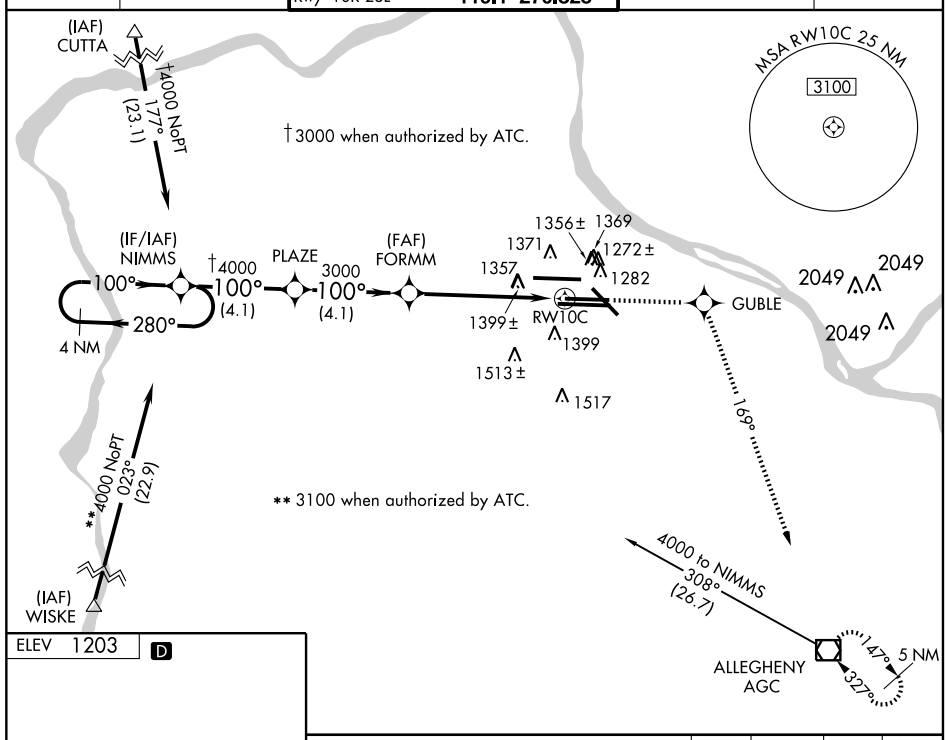
RNAV (GPS) Y RWY 10C

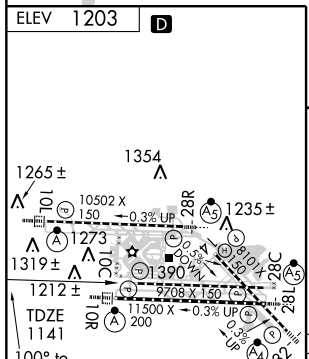
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

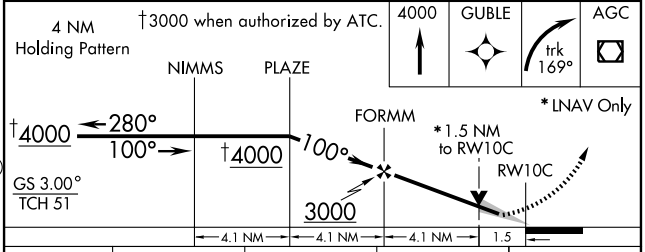
MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
LPV DA	1438/50 297 (300-1)			
LNAV/VNAV DA	1634-1¾ 493 (500-1¾)			
LNAV MDA	1660/50 519 (500-1)		1660-1½ 519 (500-1½)	1660-1¾ 519 (500-1¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86226 W10D	APP CRS 100°	Rwy Idg 11500 TDZE 1135 Apt Elev 1203

RNAV (GPS) Y RWY 10R

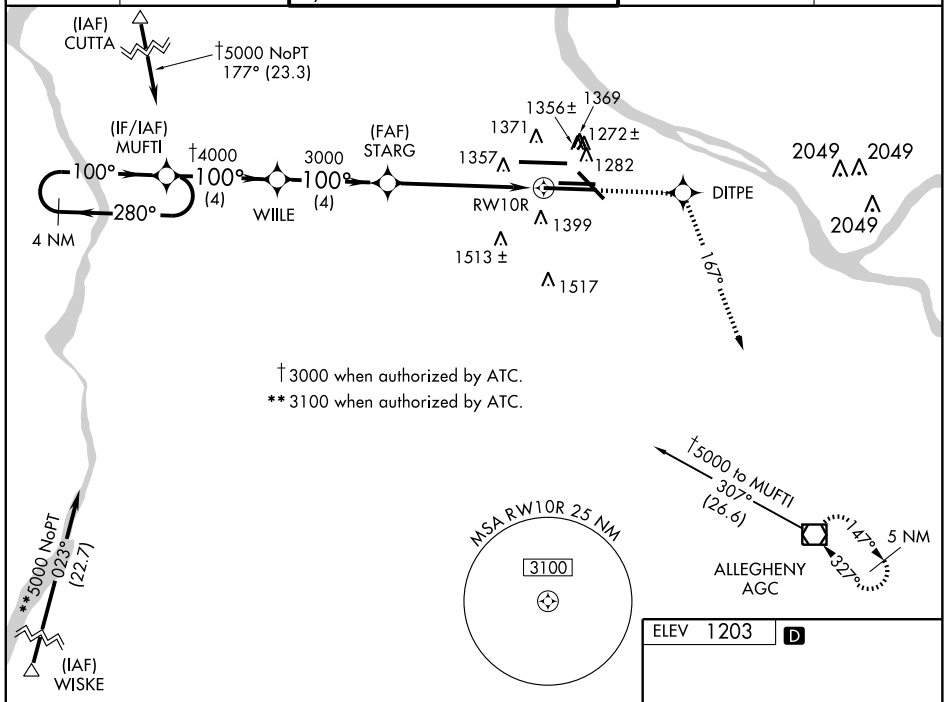
PITTSBURGH INTL (PIT)

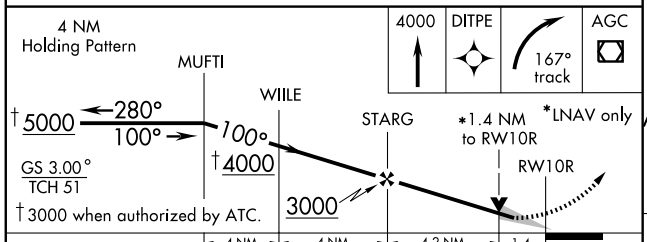
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.

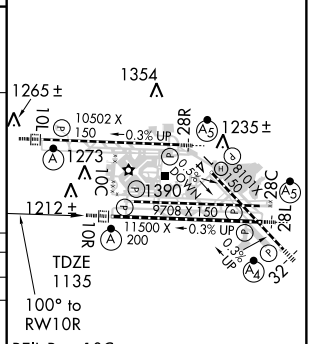
ALSF-2

MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7







CATEGORY	A	B	C	D
LPV DA	1443/24 308 (400-½)			
LNAV/VNAV DA	1658/60 523 (600-1¼)			
LNAV MDA	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) Y RWY 28C

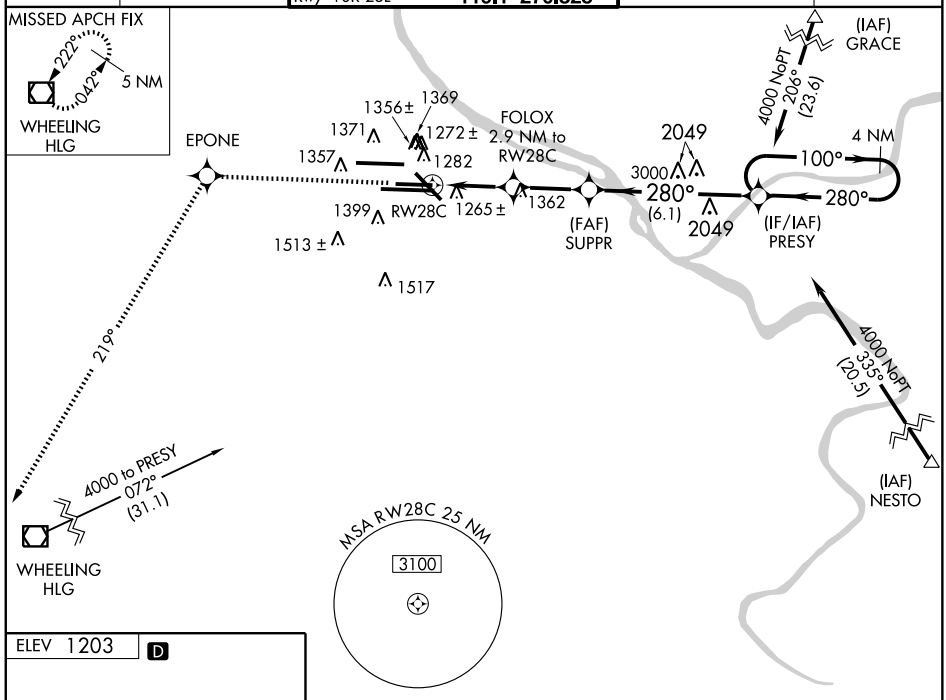
PITTSBURGH INTL (PIT)

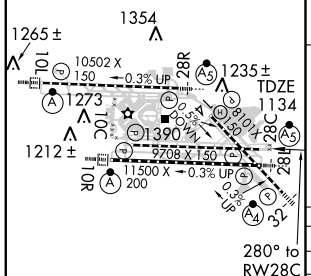
WAAS CH 45527 W28A	APP CRS 280°	Rwy Idg 9708 TDZE 1134 Apt Elev 1203

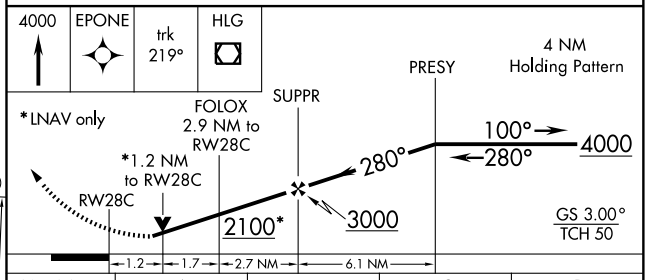
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
LPV DA	1471/60 337 (300-1¼)			
LNAV/VNAV DA	1545-1½ 411 (400-1½)			
LNAV MDA	1580/50 446 (400-1)		1580/60 446 (400-1¼)	1580-1½ 446 (400-1½)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH 97326 W28B	APP CRS 280°	Rwy Idg 11500 TDZE 1125 Apt Elev 1203

RNAV (GPS) Y RWY 28L

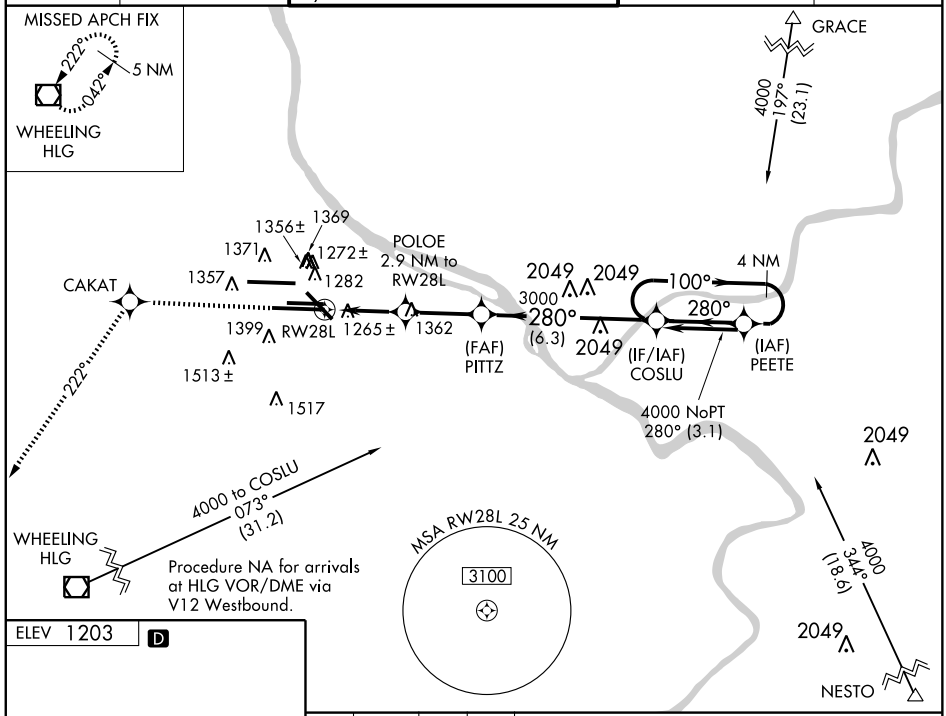
PITTSBURGH INTL (PIT)

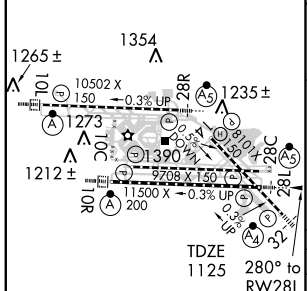
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

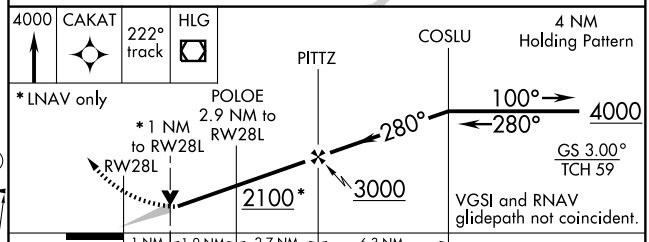
MALSR (A5)

MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7







CATEGORY	A	B	C	D
LPV DA	1514/40 389 (400-¾)			
LNAV/VNAV DA	1548/50 423 (400-1)			
LNAV MDA	1520/24 395 (400-½)			1520/50 395 (400-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 40027 W28D	APP CRS 280°	Rwy Idg 10102 TDZE 1174 Apt Elev 1203

RNAV (GPS) Y RWY 28R

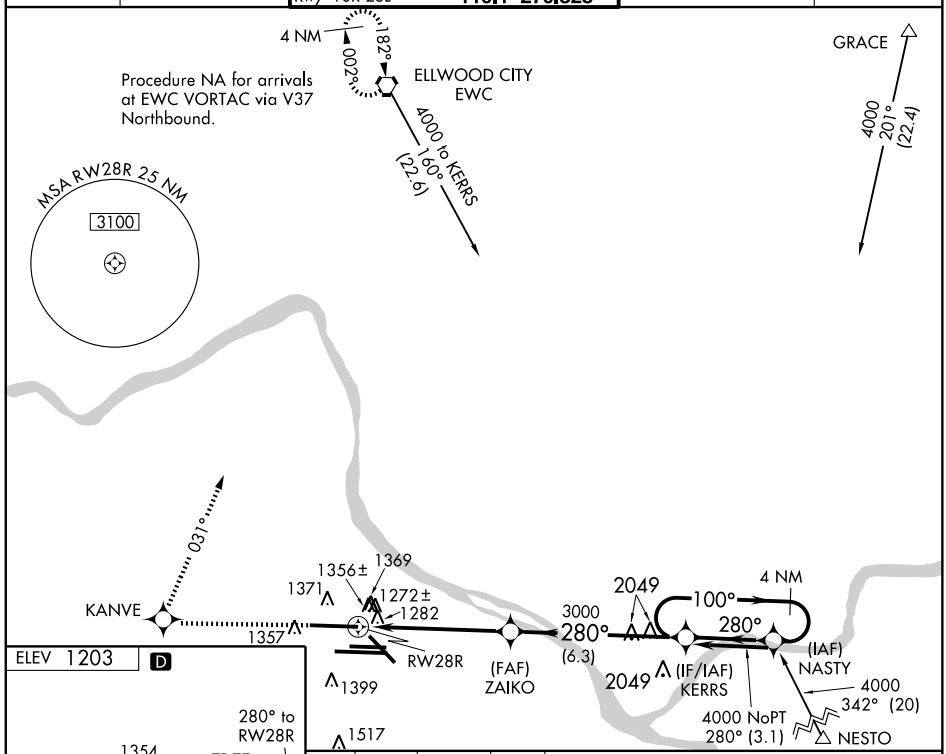
PITTSBURGH INTL (PIT)

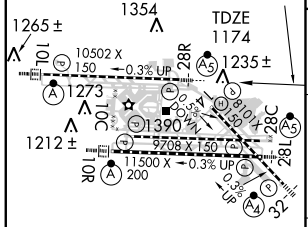
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

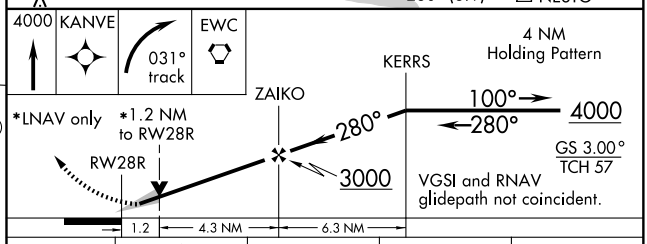
MALSR

MISSED APPROACH: Climb to 4000 direct KANVE and right turn via 031° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25 DEP 135.9	123.95 360.8	Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325	SOUTH 121.9 348.6 NORTH 127.8 348.6	126.75 353.7







CATEGORY	A	B	C	D
LPV DA	1453/24 279 (300-½)			
LNAV/VNAV DA	1710/60 536 (600-1¼)			
LNAV MDA	1640/24 466 (500-½)		1640/40 466 (500-¾)	1640/50 466 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 70326	324°	Rwy Idg	8101
W32A		TDZE	1123
		Apt Elev	1203

RNAV (GPS) Y RWY 32

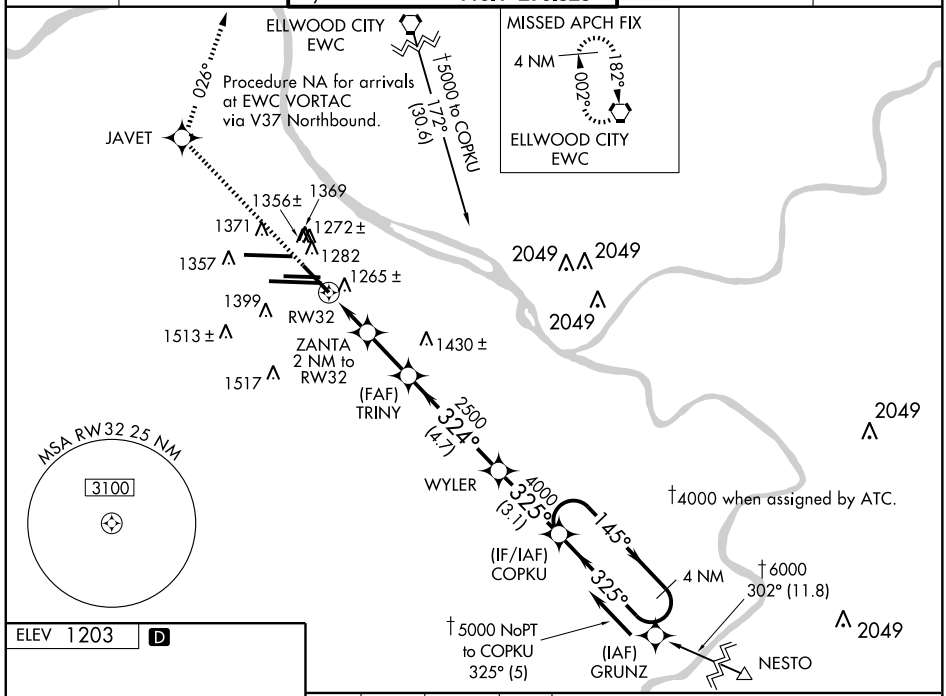
PITTSBURGH INTL (PIT)

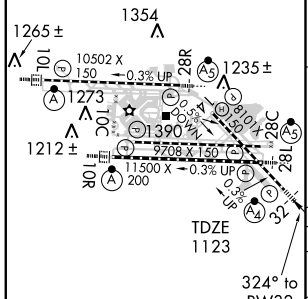
▼ Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C 114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

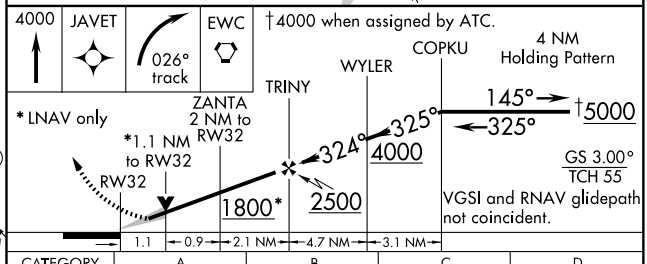
MALS

MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1373/40 250 (200-¾)			
LNAV/ VNAV DA	1515-1½ 392 (400-1½)			
LNAV MDA	1520/40 397 (400-¾)			1520/60 397 (400-1¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9708
100°	TDZE	1141
	Apt Elev	1203

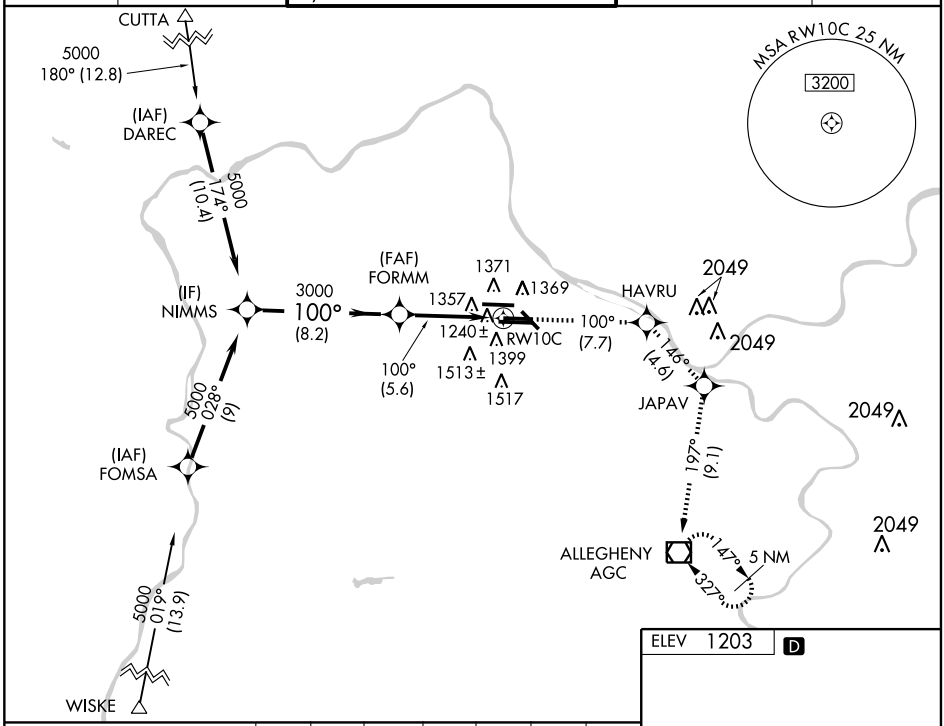
RNAV (RNP) Z RWY 10C

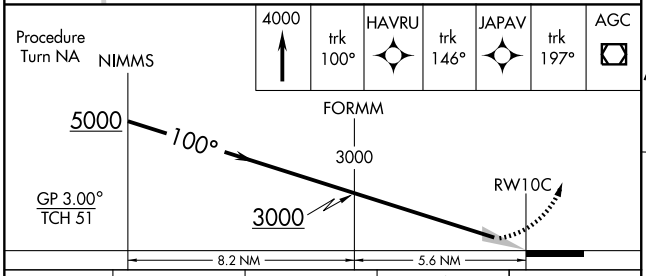
PITTSBURGH INTL (PIT)

GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

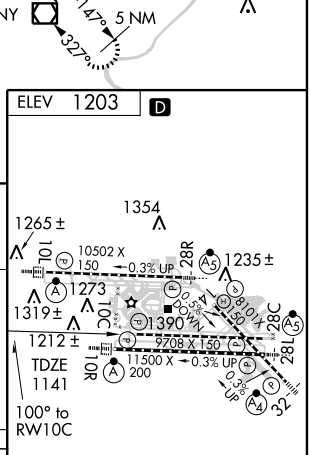
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
RNP 0.11 DA		1540-1½	399 (400-1½)	
RNP 0.20 DA		1566-1½	425 (400-1½)	
RNP 0.30 DA		1669-1¾	528 (500-1¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11500
100°	TDZE	1135
	Apt Elev	1203

RNAV (RNP) Z RWY 10R

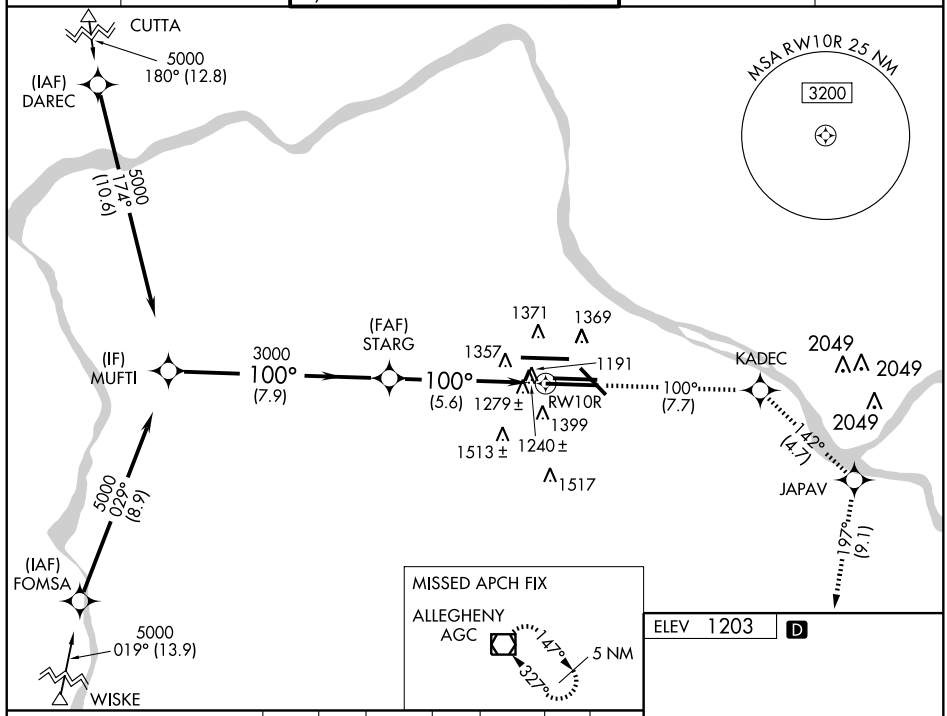
PITTSBURGH INTL (PIT)

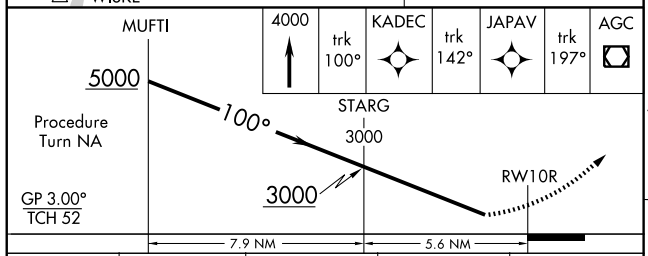
GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

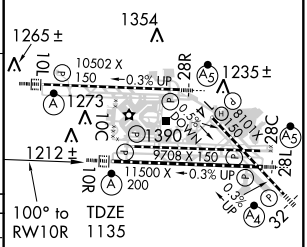




CATEGORY	A	B	C	D
RNP 0.14 DA	1511/40 376 (400-¾)			
RNP 0.20 DA	1558/50 423 (400-1)			
RNP 0.30 DA	1745-1¾ 610 (600-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

APP CRS		
280°	Rwy Idg	9708
	TDZE	1134
	Apt Elev	1203

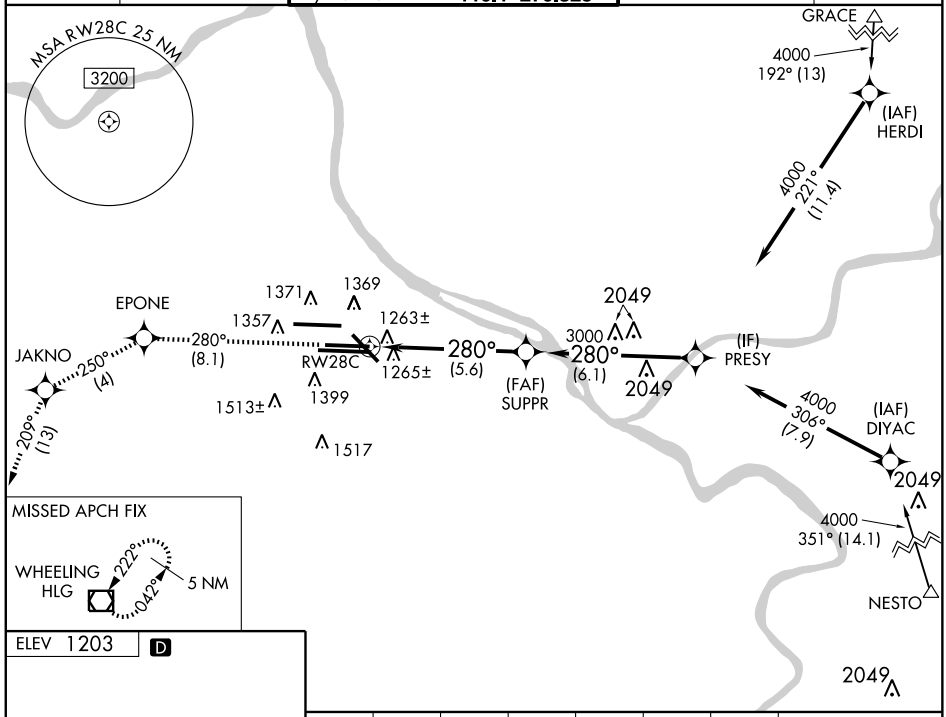
RNAV (RNP) Z RWY 28C

PITTSBURGH INTL (PIT)

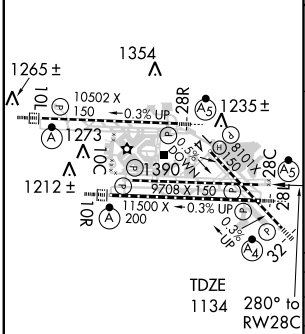
For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

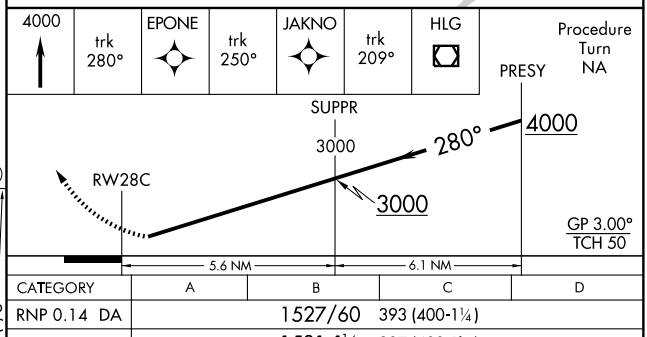
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
RNP 0.14 DA		1527/60	393 (400-1¼)	
RNP 0.16 DA		1531-1½	397 (400-1½)	
RNP 0.30 DA		1576-1½	442 (400-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (RNP) Z RWY 28L

PITTSBURGH INTL (PIT)

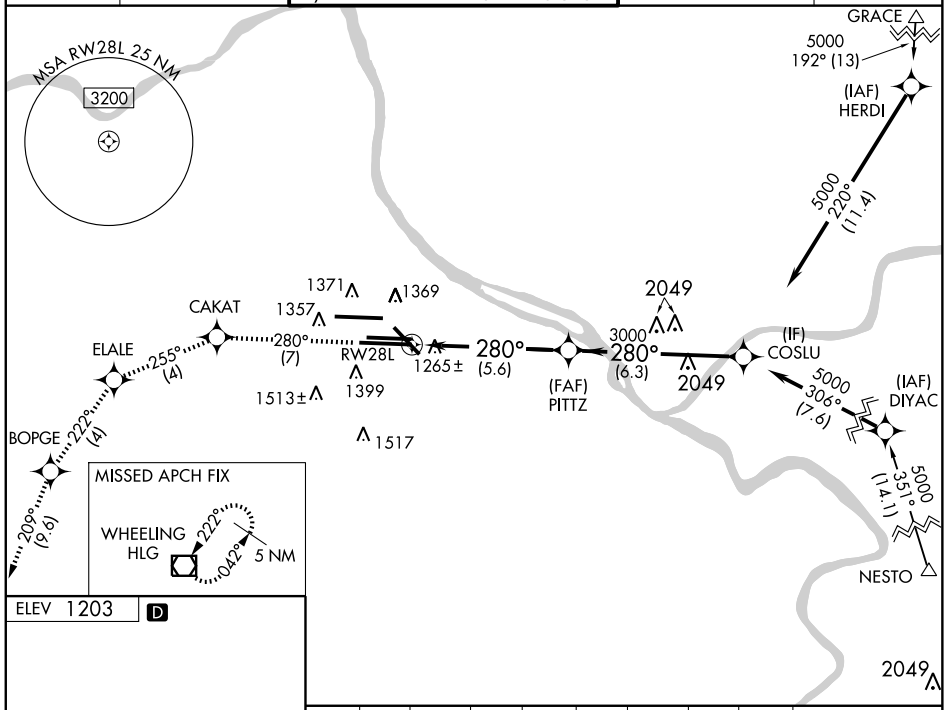
APP CRS	Rwy Idg	11500
280°	TDZE	1125
	Apt Elev	1203

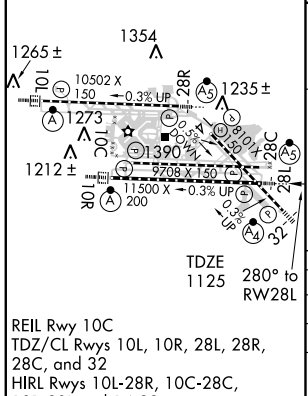
For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALSR, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR

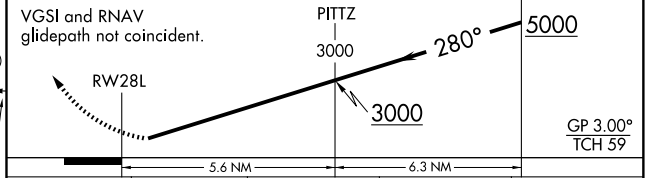
MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





4000	trk 280°	CAKAT	trk 255°	ELALE	trk 222°	BOPGE	trk 209°	HLG	Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.13 DA	1524/50		399 (400-1)	
RNP 0.30 DA	1569/50		444 (400-1)	

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (RNP) Z RWY 28R

PITTSBURGH INTL (PIT)

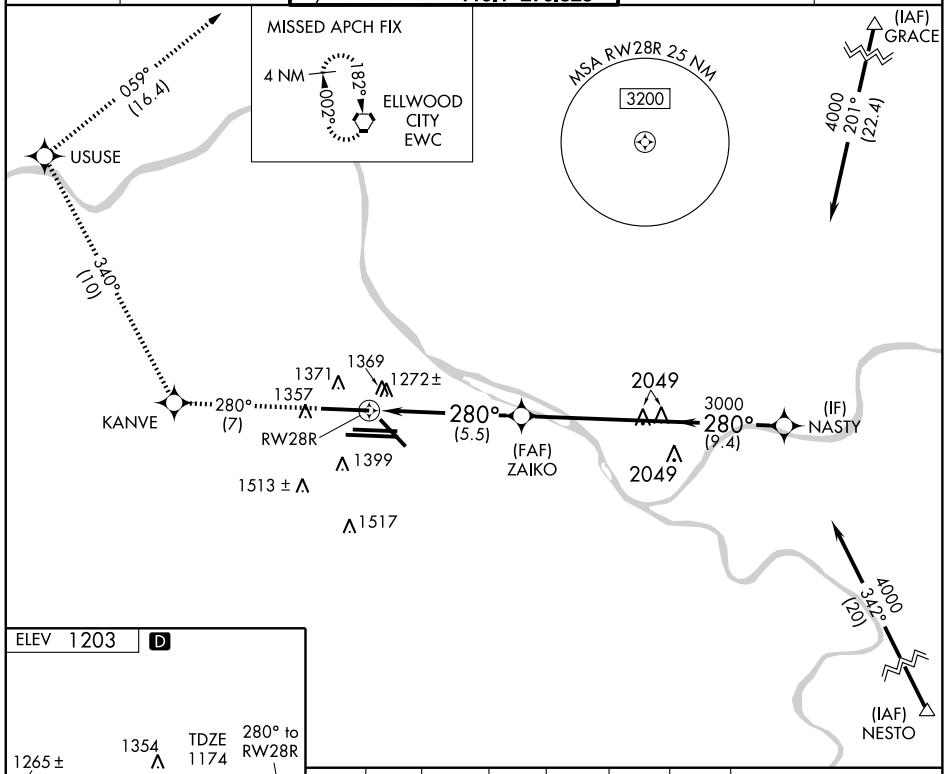
APP CRS	Rwy Idg	10102
280°	TDZE	1174
	Apt Elev	1203

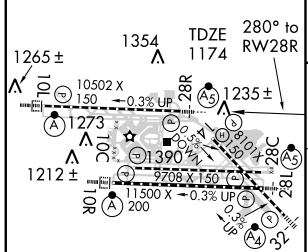
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

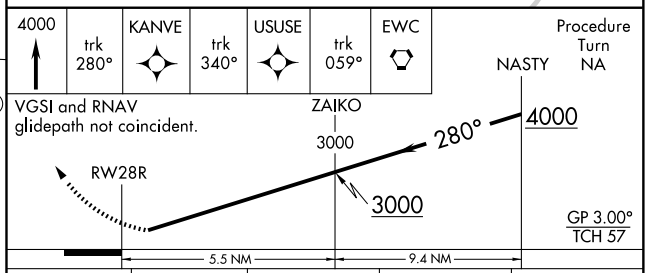
MALSR

MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
RNP 0.30 DA	1621/50 447 (500-1)			

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8101
324°	TDZE	1123
	Apt Elev	1203

RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

4 NM 182° 200° ELLWOOD CITY EWC

ASIWU 034° (13.2) 354° (3.5) JAVET 324° (7.7)

MSA RW32 25 NM 3200

1371 1369 1357 RW32 1513± 1399 1096± 324° (4.1) (FAF) TRINY 1517

2049 2049 2049

2500 325° (7.9) (IF) COPKU

4000 325° (5)

4000 302° (11.8)

(IAF) GRUNZ NESTO

ELEV 1203 D

1354 1265± 1235± 1273 1390± 1212± 10502 X 150 0.3% UP 9708 X 150 0.3% UP 11500 X 150 0.3% UP 8101 X 150 0.3% UP 200 10L 28R 10C 28C 10R 28L 32 TDZE 1123

324° to RW32

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000	trk 324°	JAVET	trk 354°	ASIWU	trk 034°	EWC

VGSI and RNAV glidepath not coincident.

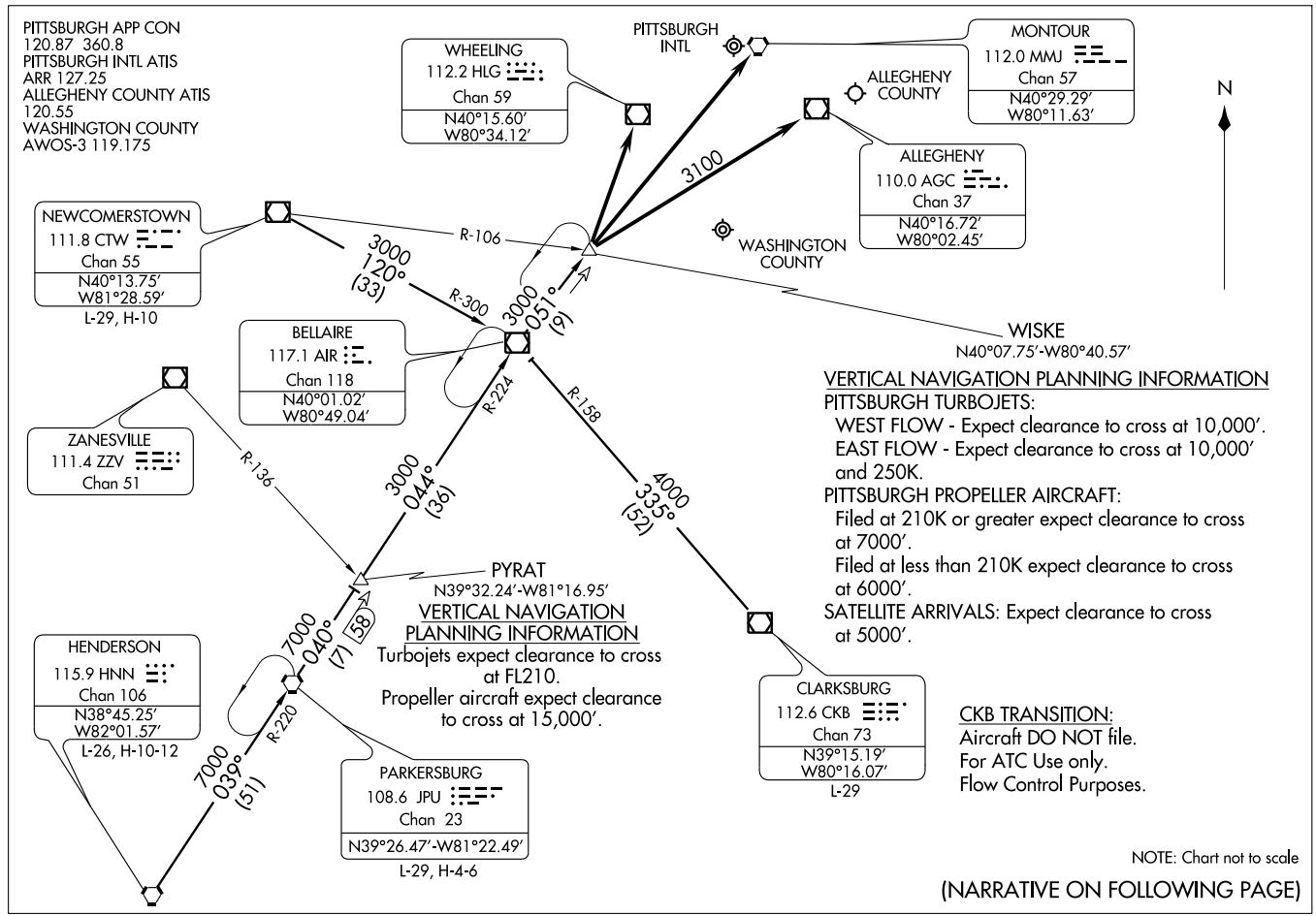
RW32 324° TRINY 2500 325° COPKU 4000 Procedure Turn NA GP 3.00° TCH 55 2500

4.1 NM 7.9 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1411/50 288 (300-1)			
RNP 0.13 DA	1433/50 310 (300-1)			
RNP 0.30 DA	1504/50 381 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 03 JUN 2010 to 01 JUL 2010


PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175
WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′
PITTSBURGH INTL
MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
ALLEGHENY COUNTY
ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
3100
N
NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10
R-106
3000
120°
(33)
R-300
3000
051°
(9)
WASHINGTON COUNTY
WISKE
N40°07.75′-W80°40.57′
BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′
ZANESVILLE
111.4 ZZV
Chan 51
R-136
R-224
R-158
3000
044°
(36)
4000
335°
(52)
PYRAT
N39°32.24′-W81°16.95′
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.
7000
040°
(7)
58
HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12
R-220
7000
039°
(51)
PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6
CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29
VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.
CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS		
259°	Rwy Idg	2704
	TDZE	256
	Apt Elev	256

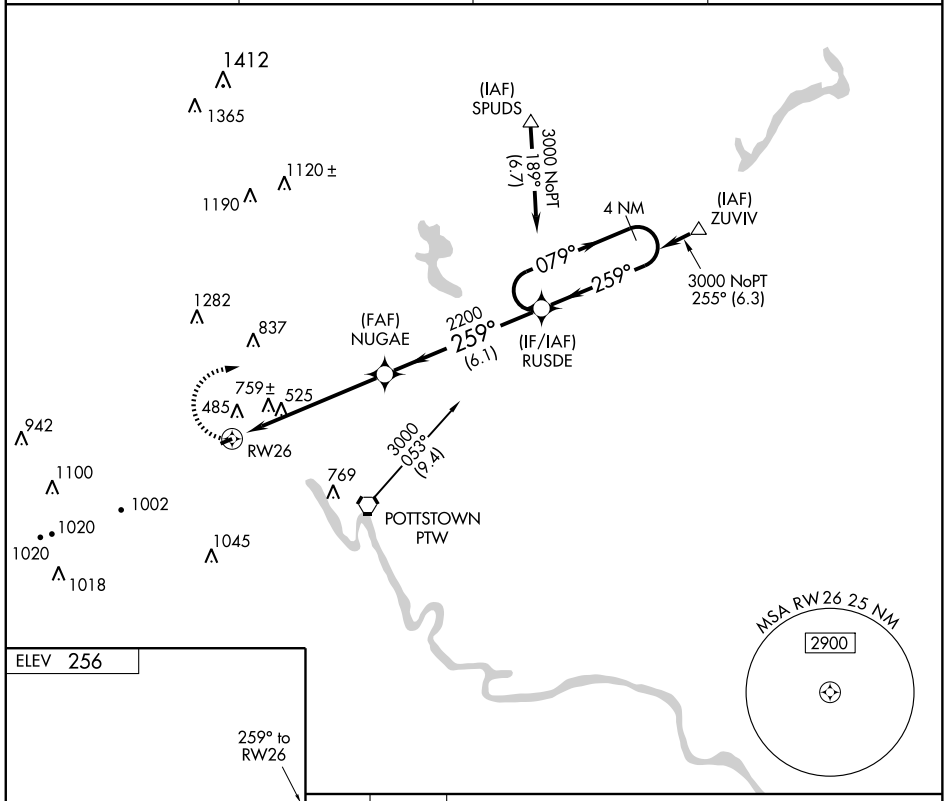
RNAV (GPS) RWY 26

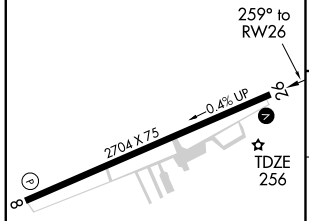
POTTSTOWN MUNI (N47)

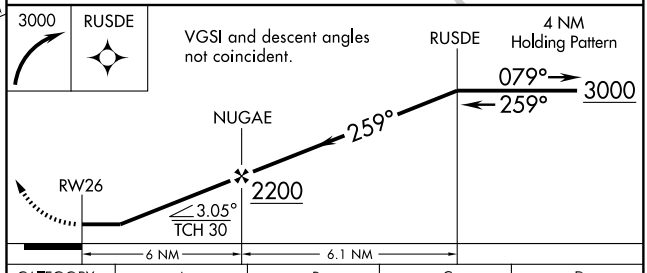
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1040-2¼ 784 (800-2¼)	NA
CIRCLING	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1080-2½ 824 (900-2½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC PTW 116.5 Chan 112	APP CRS 303°	Rwy Idg N/A TDZE N/A Apt Elev 256

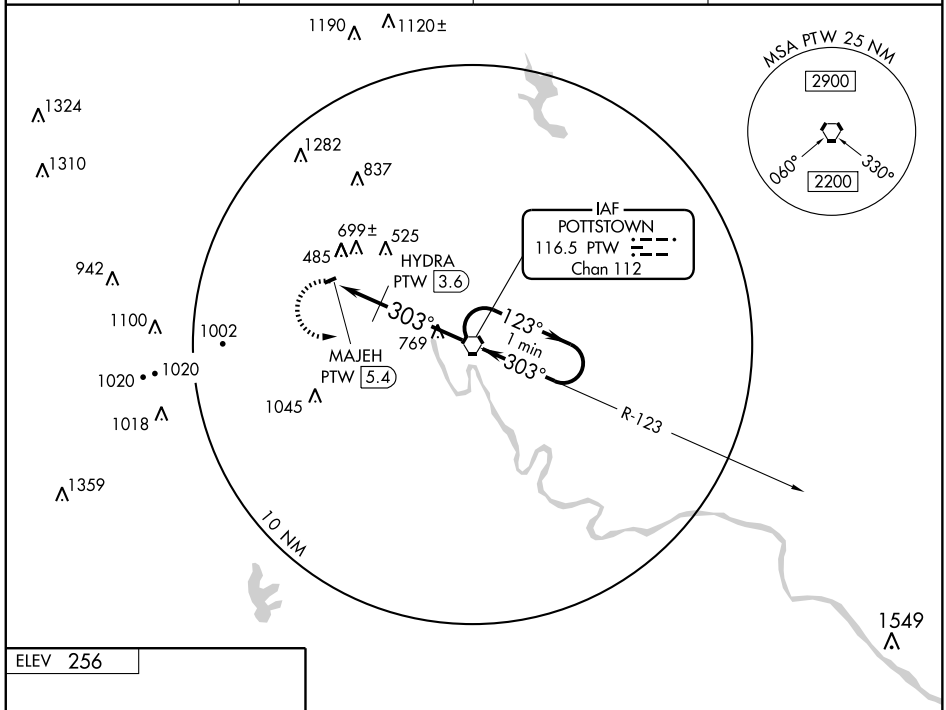
VOR-B
POTTSTOWN MUNI (N47)

Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile.

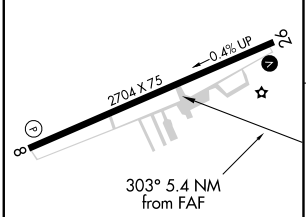
NA

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L

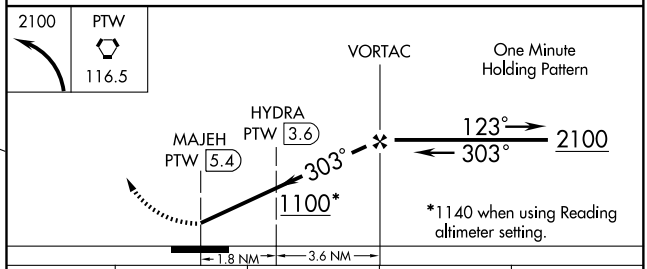


ELEV 256



REIL Rwys 8 and 26 L
MIRL Rwy 8-26

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
CIRCLING	1100-1 844 (900-1)	1100-1¼ 844 (900-1¼)	1100-2½ 844 (900-2½)	NA
HYDRA FIX MINIMUMS				
CIRCLING	1020-1 764 (800-1)	1020-1¼ 764 (800-1¼)	1080-2¼ 824 (900-2¼)	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

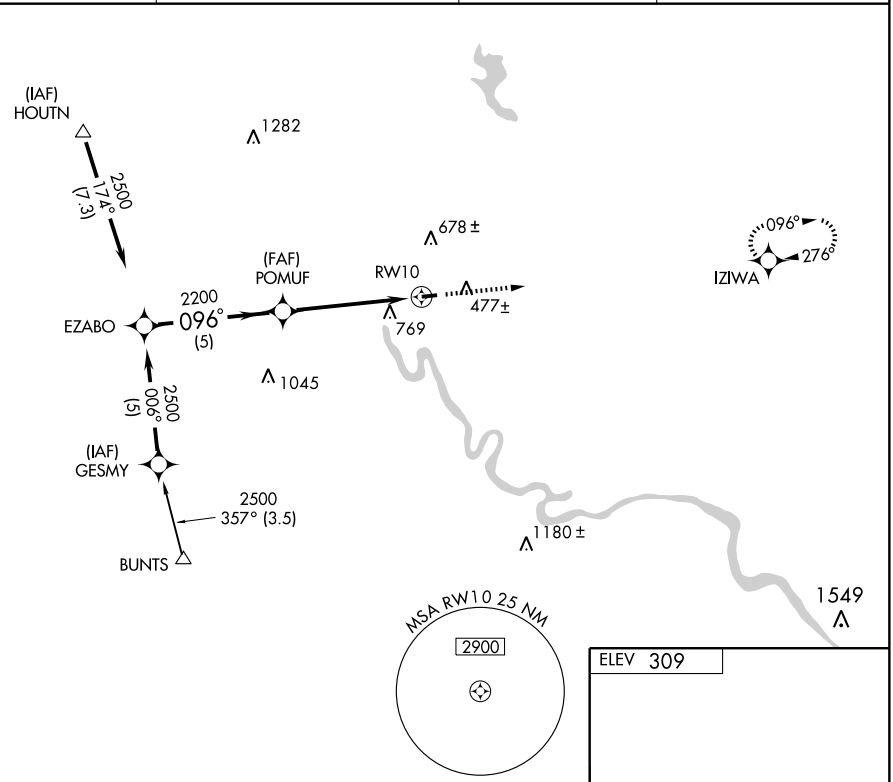
APP CRS	Rwy Idg	3371
096°	TDZE	309
	Apt Elev	309

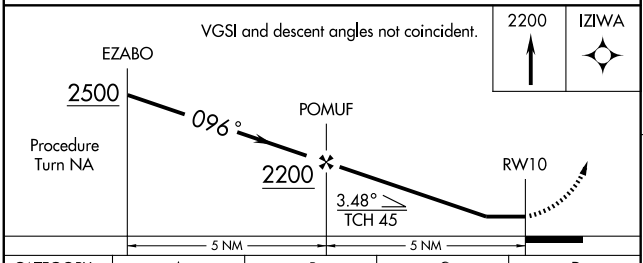
GPS RWY 10

POTTSTOWN/ HERITAGE FIELD (PTW)

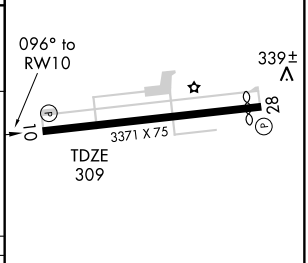
NA Circling NA south of Rwy 10-28.	MISSED APPROACH: Climb to 2200 direct IZIWA WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)





CATEGORY	A	B	C	D
S-10	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA
CIRCLING	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA



MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4. 03 JUN 2010 to 01 JUL 2010

GPS RWY 28

POTTSTOWN/HERITAGE FIELD (PTW)

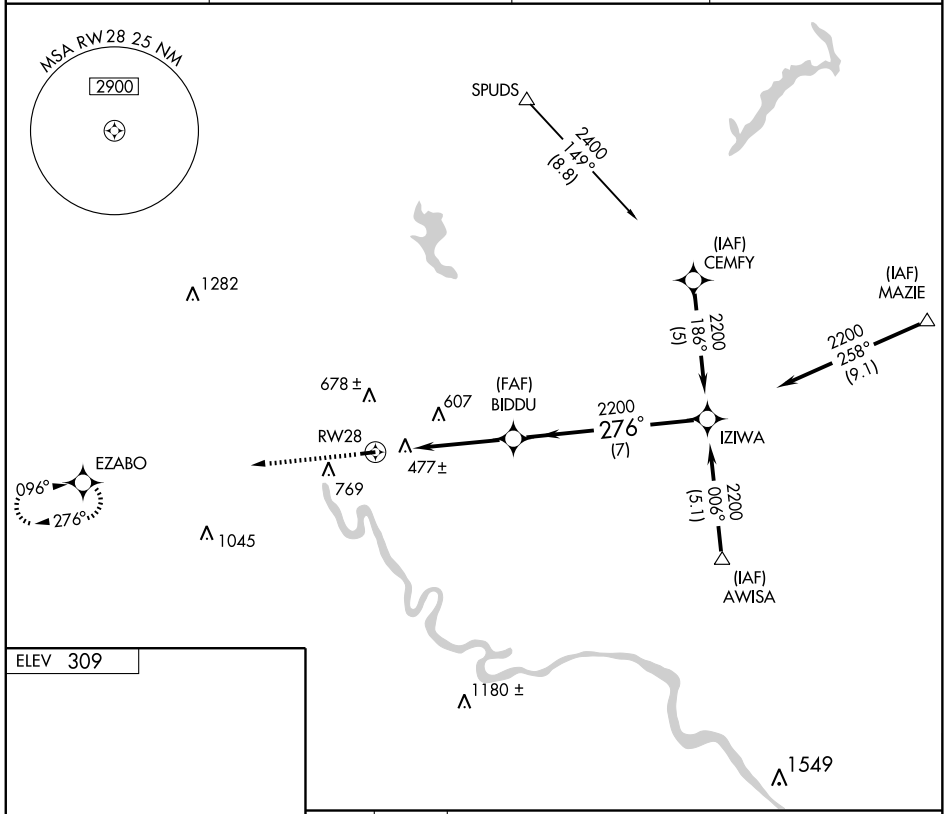
APP CRS	Rwy Idg	TDZE	Apt Elev
276°	3171	309	309

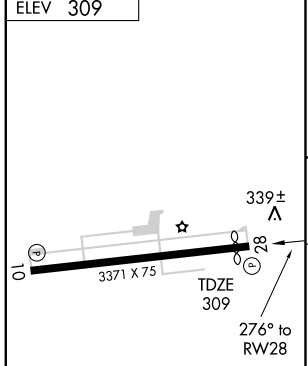
NA

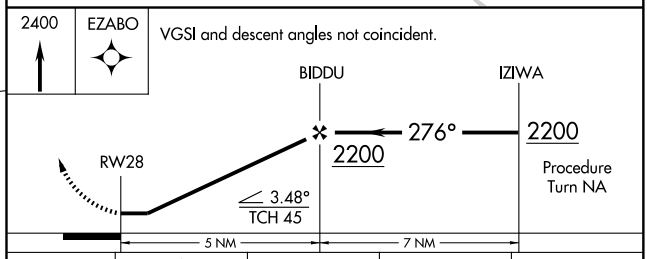
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2400 direct EZABO WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)







CATEGORY	A	B	C	D
S-28	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA
CIRCLING	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4. 03 JUN 2010 to 01 JUL 2010

POTTSTOWN, PENNSYLVANIA AL-5323 (FAA) 09323

LOC RWY 28

POTTSTOWN/HERITAGE FIELD (PTW)

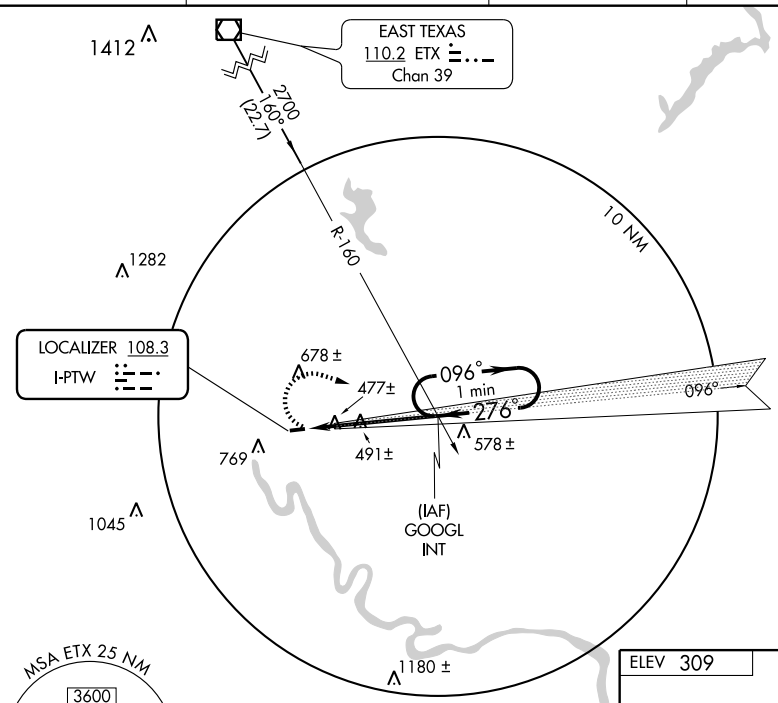
LOC I-PTW	APP CRS	Rwy Idg	3171
108.3	276°	TDZE	309
		Apt Elev	309

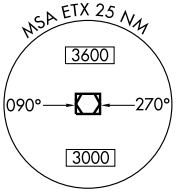
NA

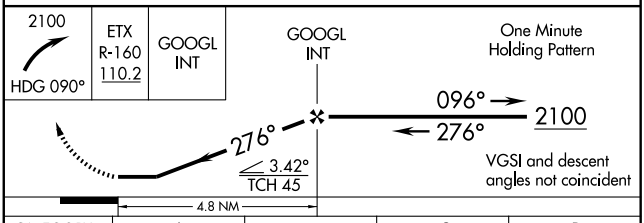
Circling NA south of Rwy 10-28.

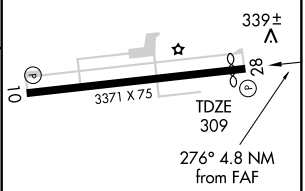
MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)









CATEGORY	A	B	C	D
S-28	760-1 451 (500-1)		760-1¼ 451 (500-1¼)	NA
CIRCLING	860-1 551 (600-1)		860-1½ 551 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC PTW 116.5 Chan 112	APP CRS 211°	Rwy Idg N/A TDZE N/A Apt Elev 309

VOR/DME-A

POTTSTOWN/HERITAGE FIELD (PTW)

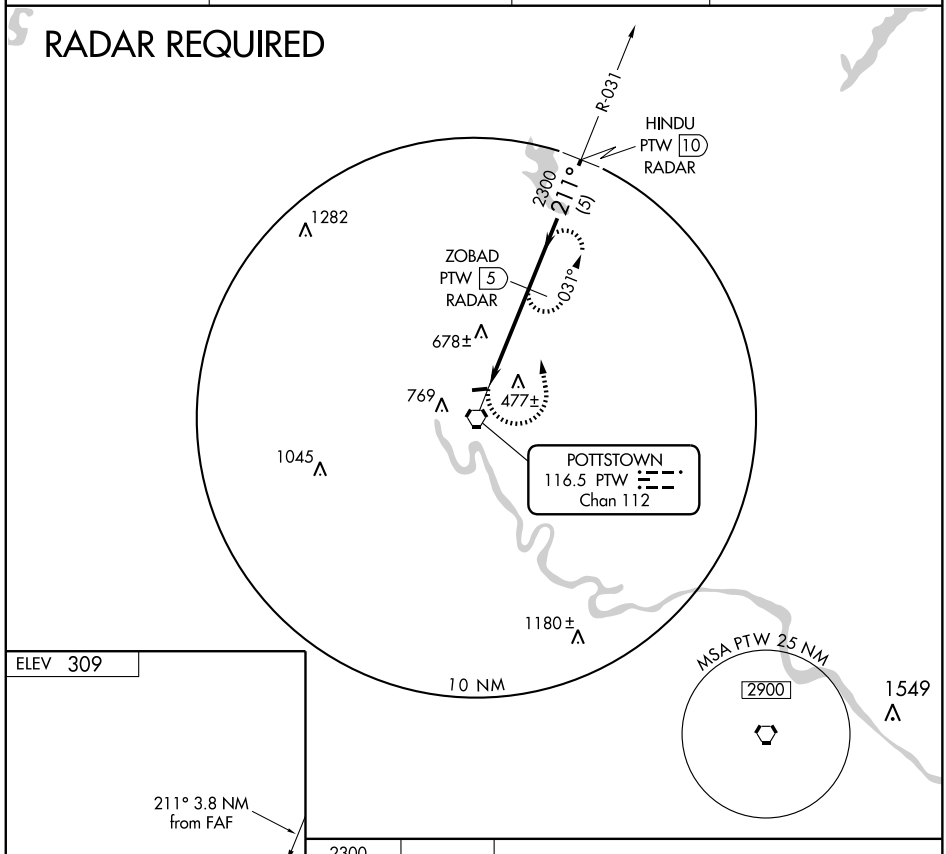
NA

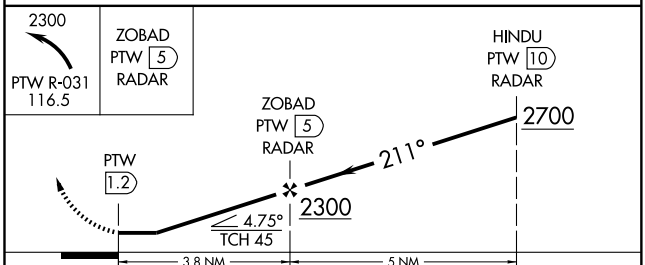
Circling NA southwest of Rwy 10-28.

MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)

RADAR REQUIRED





MIRL Rwy 10-28
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
CIRCLING	940-1 631 (700-1)		940-1¾ 631 (700-1¾)	NA

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 61214 W11A	APP CRS 110°	Rwy Idg 4594 TDZE 1729 Apt Elev 1729

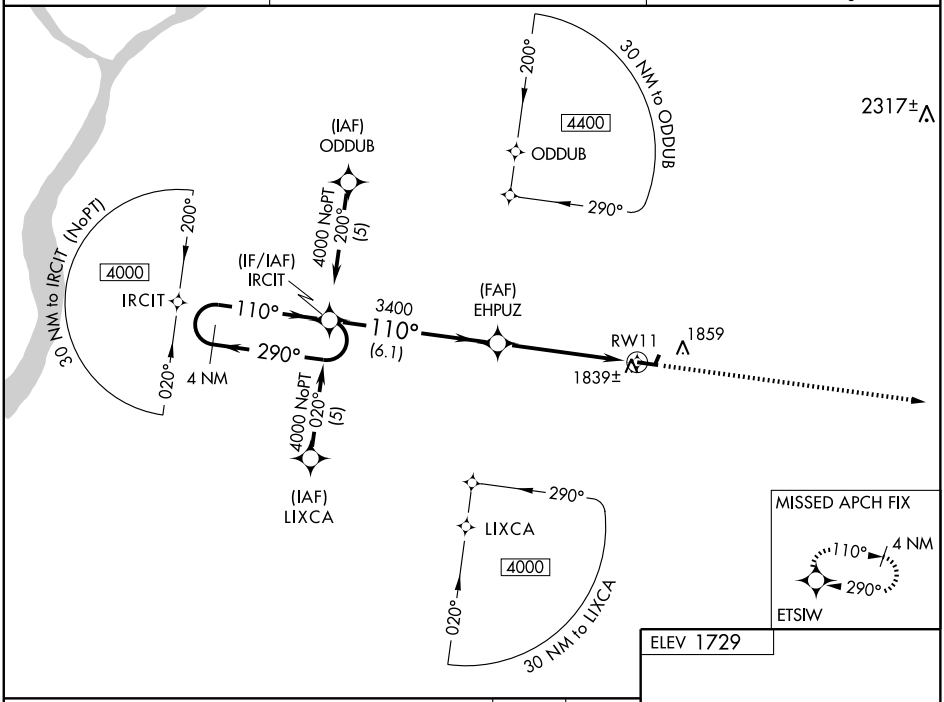
RNAV (GPS) RWY 11

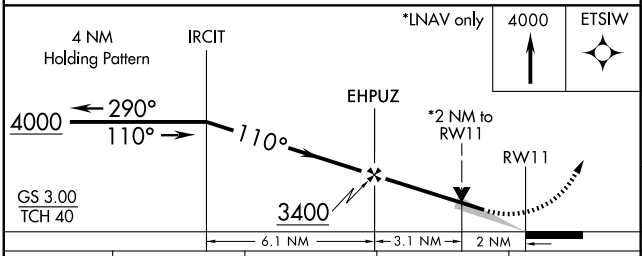
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

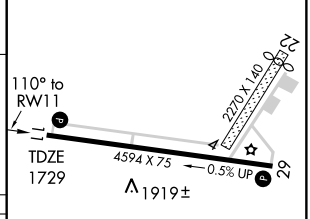
NA DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet, increase LPV and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat A ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile and circling Cat A/B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2179-1½ 450 (500-1½)			
LNAV/VNAV DA	2309-2 580 (600-2)			
LNAV MDA	2420-1 691 (700-1)		2420-2 691 (700-2)	2420-2¼ 691 (700-2¼)
CIRCLING	2480-1 751 (800-1)	2480-1¼ 751 (800-1¼)	2480-2¼ 751 (800-2¼)	2480-2½ 751 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH **63014**	**290°**	Rwy Idg	**4594**
W29A		TDZE	**1724**
		Apt Elev	**1729**

RNAV (GPS) RWY 29

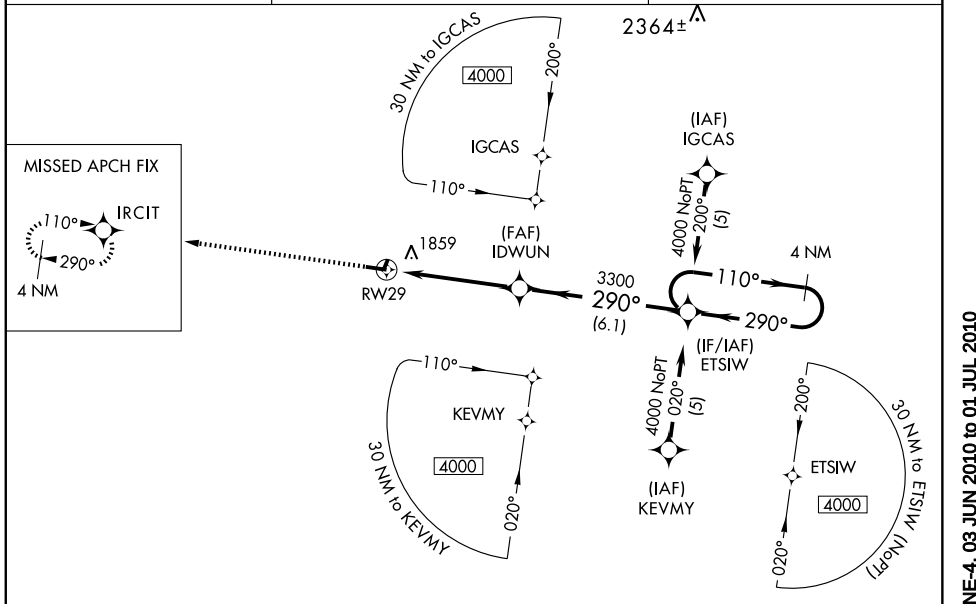
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

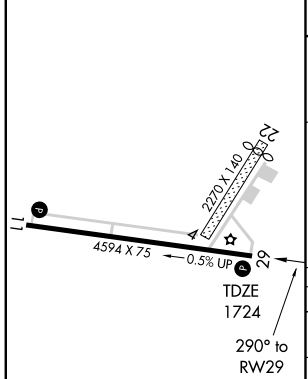
T
NA

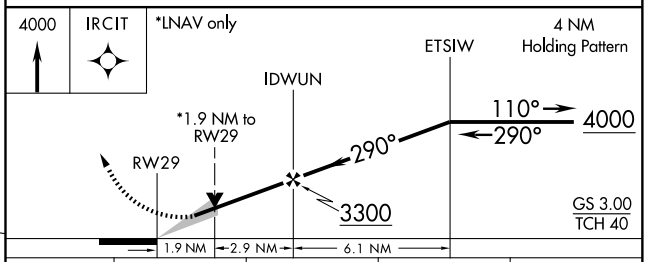
DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet, all MDA 280 feet and increase LPV Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1¾ mile, LNAV Cat A/B ¼ mile, Cat C/D 1 mile, circling Cat A/B ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	**118.25 269.45**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2174-1¾ 450 (500-1¾)			
LNAV/VNAV DA	2344-2¼ 620 (700-2¼)			
LNAV MDA	2360-1 636 (700-1)		2360-1¾ 636 (700-1¾)	2360-2 636 (700-2)
CIRCLING	2480-1 751 (800-1)	2480-1¼ 751 (800-1¼)	2480-2¼ 751 (800-2¼)	2480-2½ 751 (800-2½)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC RAV	APP CRS	Rwy Idg	2270
114.6	060°	TDZE	1716
Chan 93		Apt Elev	1734

VOR or GPS RWY 4

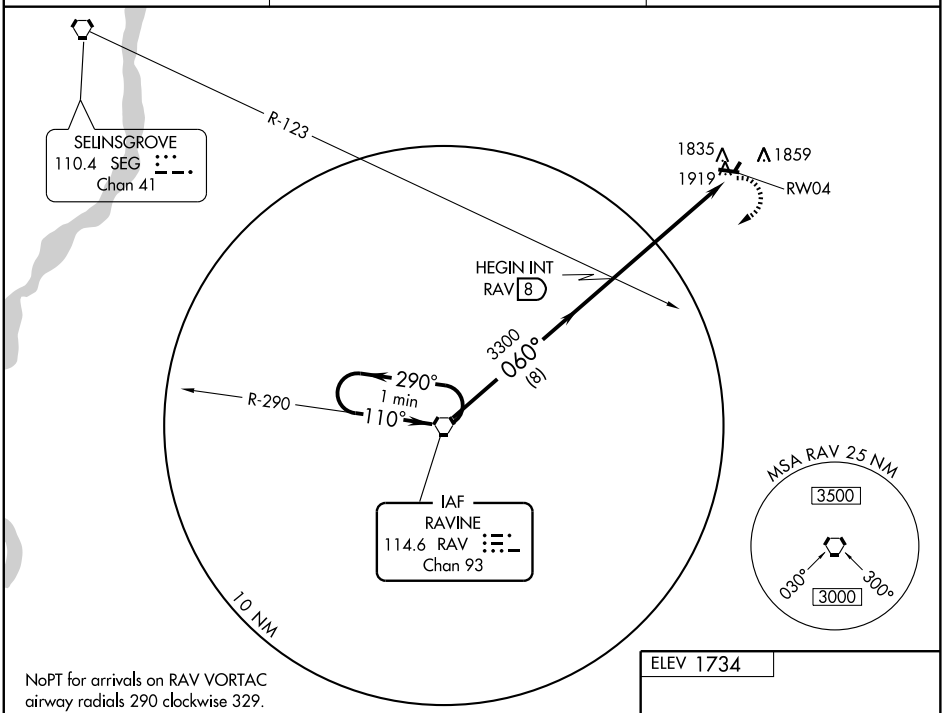
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

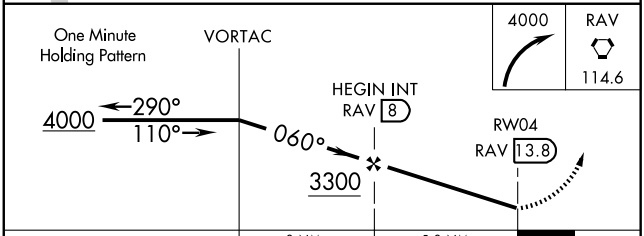
Procedure NA at night.

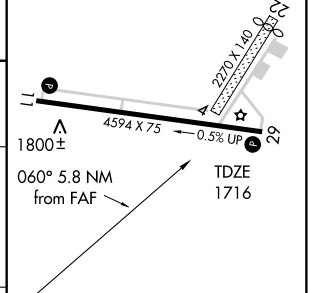
NA

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-4	2420-1 704 (700-1)		2420-2 704 (700-2)	2420-2¼ 704 (700-2¼)
CIRCLING	2480-1 746 (800-1)	2480-1¼ 746 (800-1¼)	2480-2¼ 746 (800-2¼)	2480-2½ 746 (800-2½)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4. 03 JUN 2010 to 01 JUL 2010

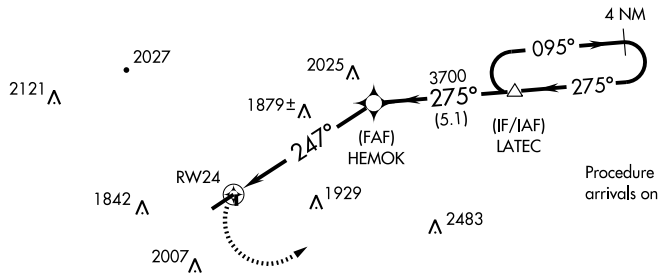
APP CRS	Rwy Idg	3003
247°	TDZE	1439
	Apt Elev	1439

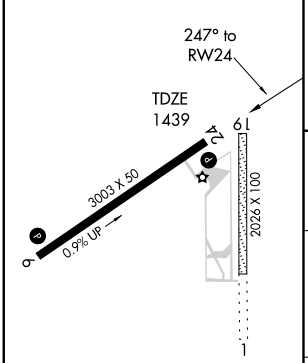
RNAV (GPS) RWY 24
PUNXSUTAWNEY MUNI (N35)

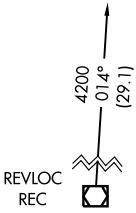
Use Indiana Co-Jimmy Stewart Fld altimeter setting.
Procedure NA at night.
NA DME/DME RNP-0.3 NA.

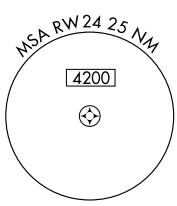
MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

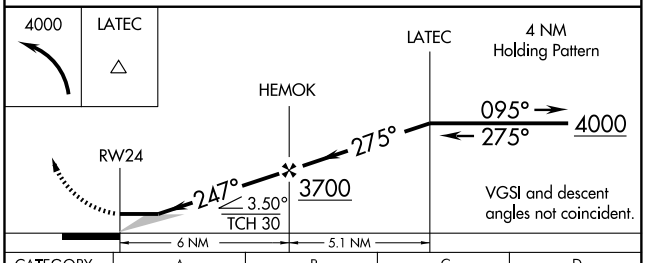
JIMMY STEWART FIELD AWOS-3	CLEVELAND CENTER	UNICOM
126.625	126.72 291.65	123.0 (CTAF) L











CATEGORY	A	B	C	D
LNAV MDA	2160-1	721 (800-1)	NA	
CIRCLING	2160-1	721 (800-1)	NA	

REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	120°	TDZE	N/A
Chan 76		Apt Elev	1439

VOR/DME-A

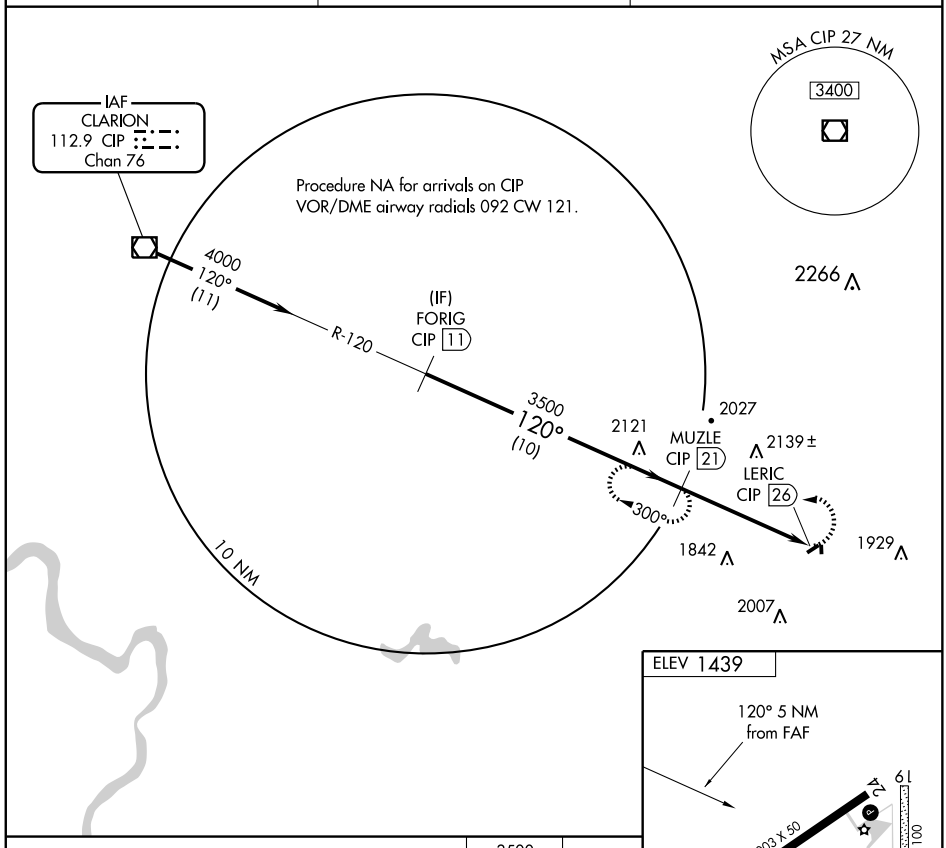
PUNXSUTAWNEY MUNI (N35)

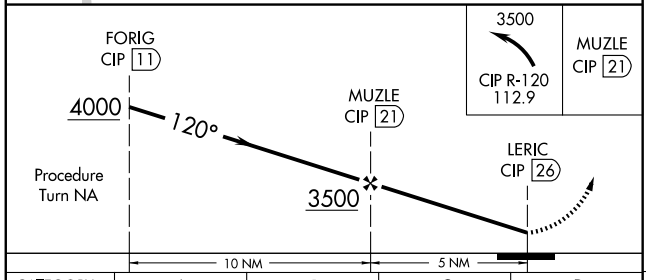
NA

Use Indiana Co-Jimmy Stewart Fld altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.

JIMMY STEWART FIELD AWOS-3 126.625	CLEVELAND CENTER 126.72 291.65	UNICOM 123.0 (CTAF) L





REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1021 (1100-1¼)	2460-1½ 1021 (1100-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-4, 03 JUN 2010 to 01 JUL 2010

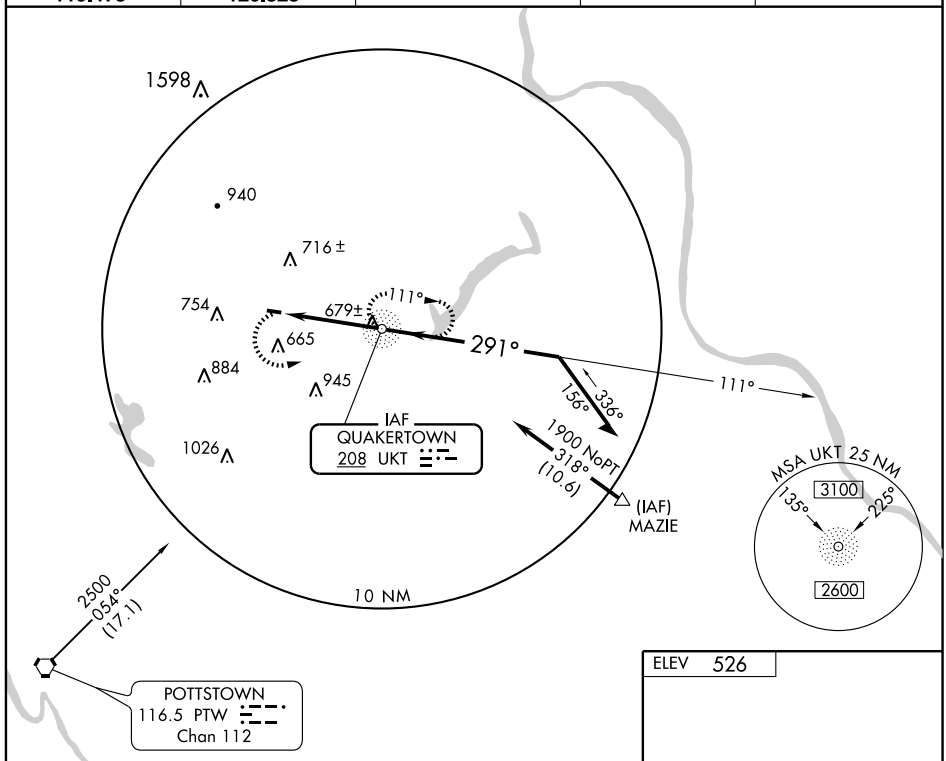
NDB UKT 208	APP CRS 291°	Rwy Idg 3201 TDZE 526 Apt Elev 526

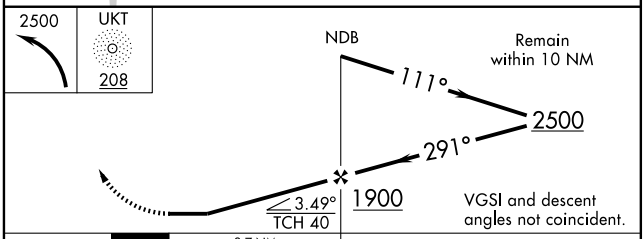
NDB RWY 29
QUAKERTOWN (UKT)

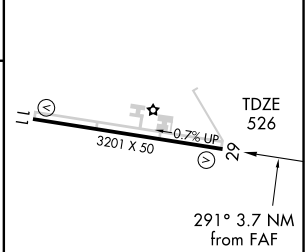
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)







CATEGORY	A	B	C	D
S-29	1000-1	474 (500-1)	1000-1¼ 474 (500-1¼)	NA
CIRCLING	1000-1	474 (500-1)	1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4. 03 JUN 2010 to 01 JUL 2010

QUAKERTOWN, PENNSYLVANIA AL-5676 (FAA)

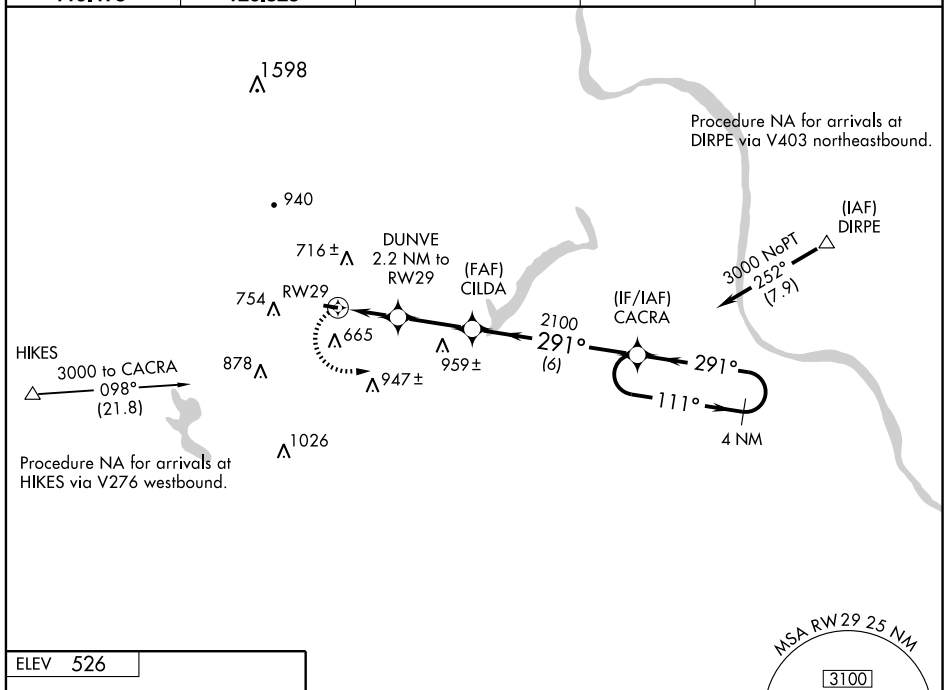
APP CRS	Rwy Idg	3201
291°	TDZE	526
	Apt Elev	526

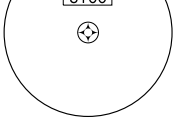
RNAV (GPS) RWY 29
QUAKERTOWN (UKT)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Pennridge altimeter setting.

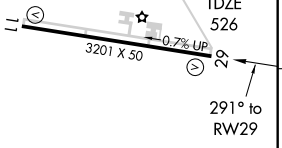
MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

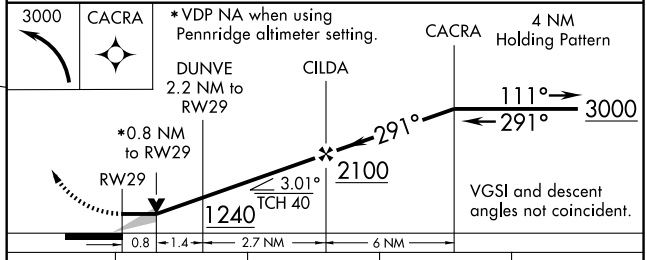
QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)





ELEV 526





CATEGORY	A	B	C	D
LNAV MDA	960-1 434 (500-1)		960-1¼ 434 (500-1¼)	NA
CIRCLING	1000-1 474 (500-1)		1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

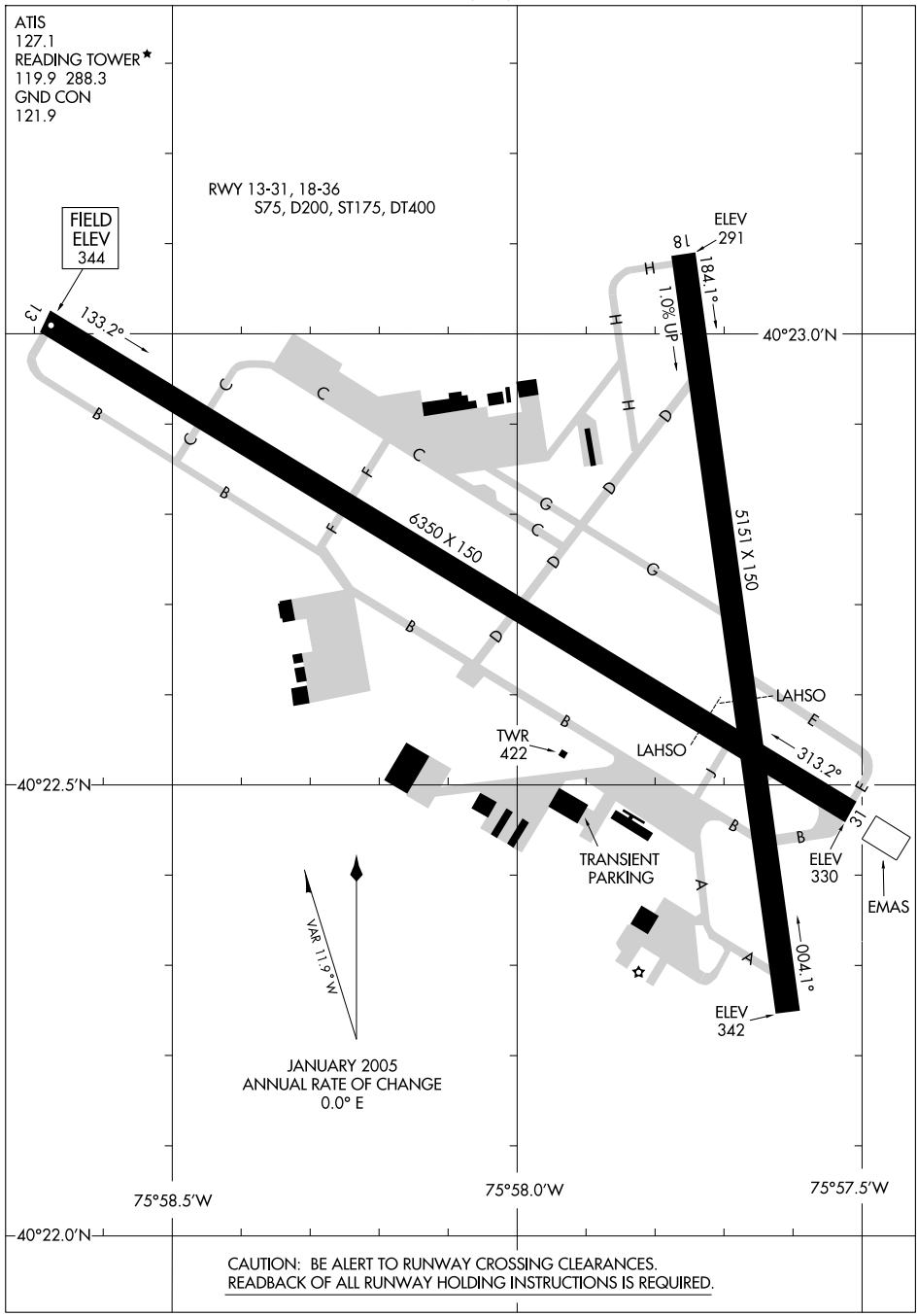
NE-4, 03 JUN 2010 to 01 JUL 2010

10042

AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL /CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-VXO	APP CRS	Rwy Idg	6350
110.55	133°	TDZE	344
Chan 42 (Y)		Apt Elev	344

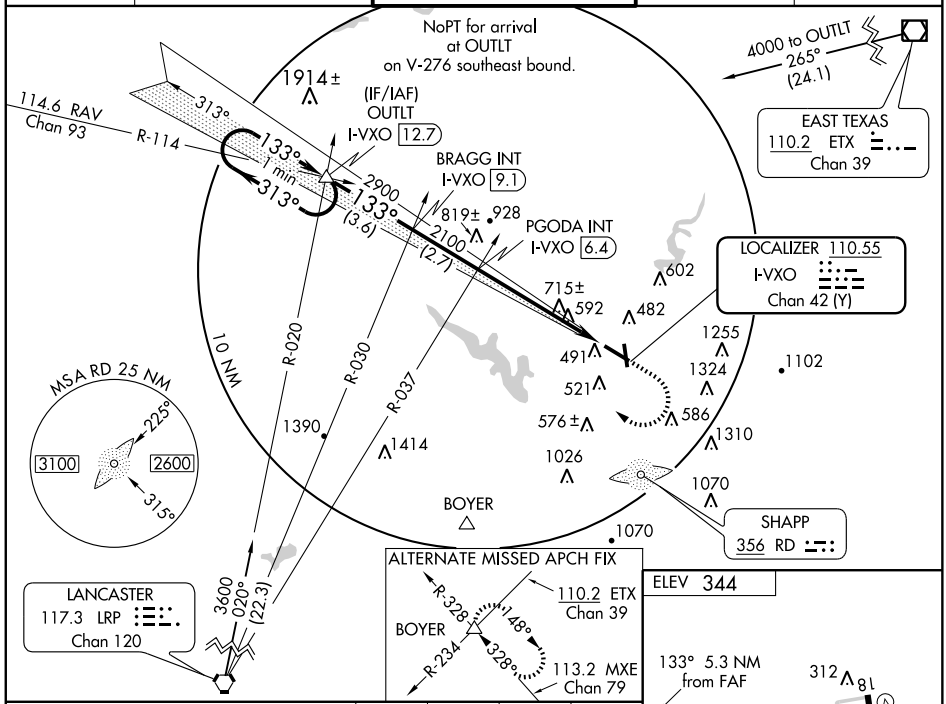
ILS or LOC RWY 13

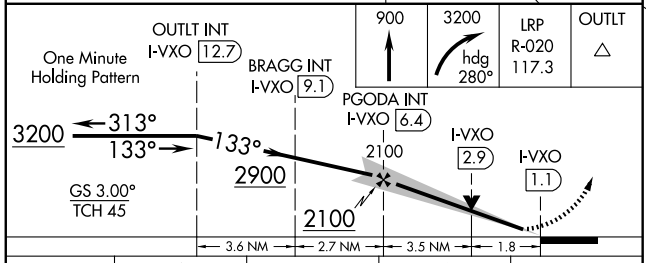
READING RGNL / CARL A SPAATZ FIELD (RDG)

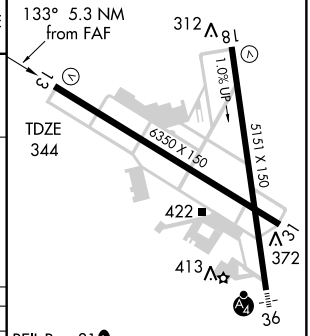
Visibility reduction by helicopters NA.
VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and LRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 13	544-¾ 200 (200-¾)		594-¾ 250 (300-¾)	
S-LOC 13	980-1 636 (700-1)		980-1¾ 636 (700-1¾)	980-2 636 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-RDG	APP CRS	Rwy Idg	5151
109.5	004°	TDZE	343
		Apt Elev	344

ILS or LOC RWY 36

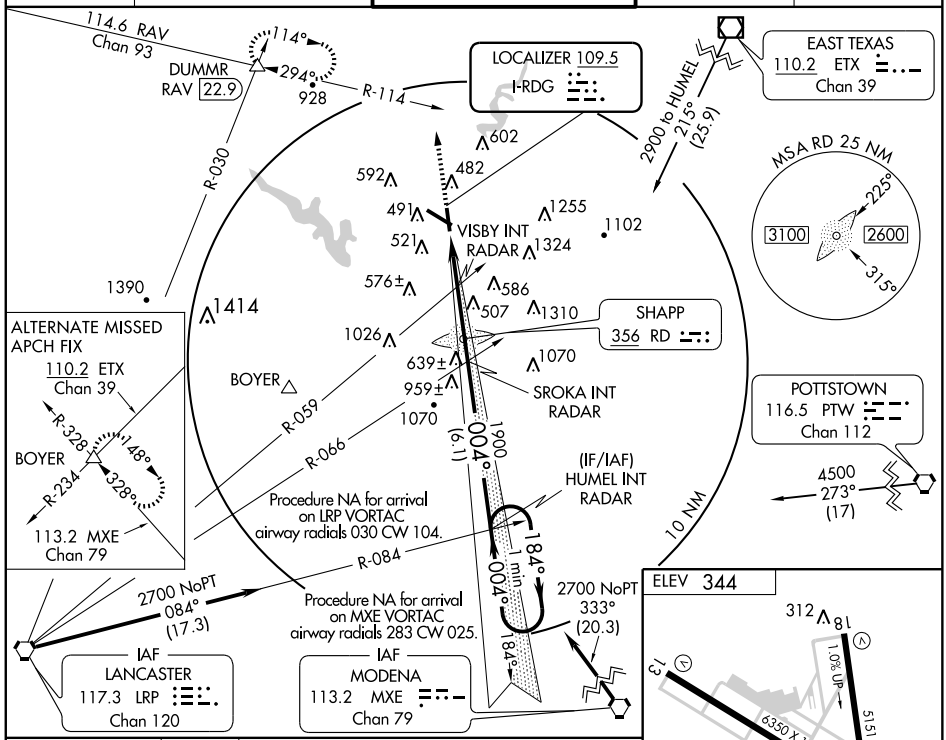
READING RGNL / CARL A SPAATZ FIELD (RDG)

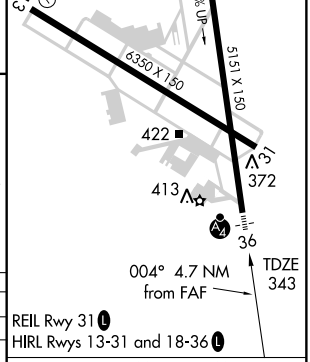
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

MALSF

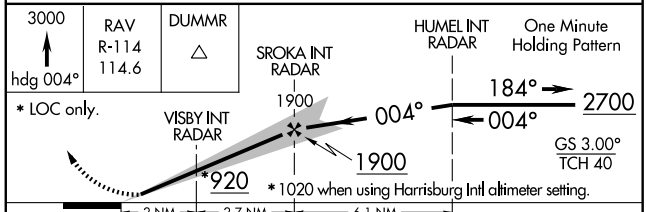
MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95





3000	RAV	DUMMR
hdg 004°	R-114	△
	114.6	



CATEGORY	A	B	C	D
S-ILS 36	593-1	250 (300-1)		
S-LOC 36	820-1 477 (500-1)		820-1¼ 477 (500-1¼)	820-1½ 477 (500-1½)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-4. 03 JUN 2010 to 01 JUL 2010

LOM RD	APP CRS	Rwy Idg	5151
356	005°	TDZE	343
		Apt Elev	344

NDB RWY 36

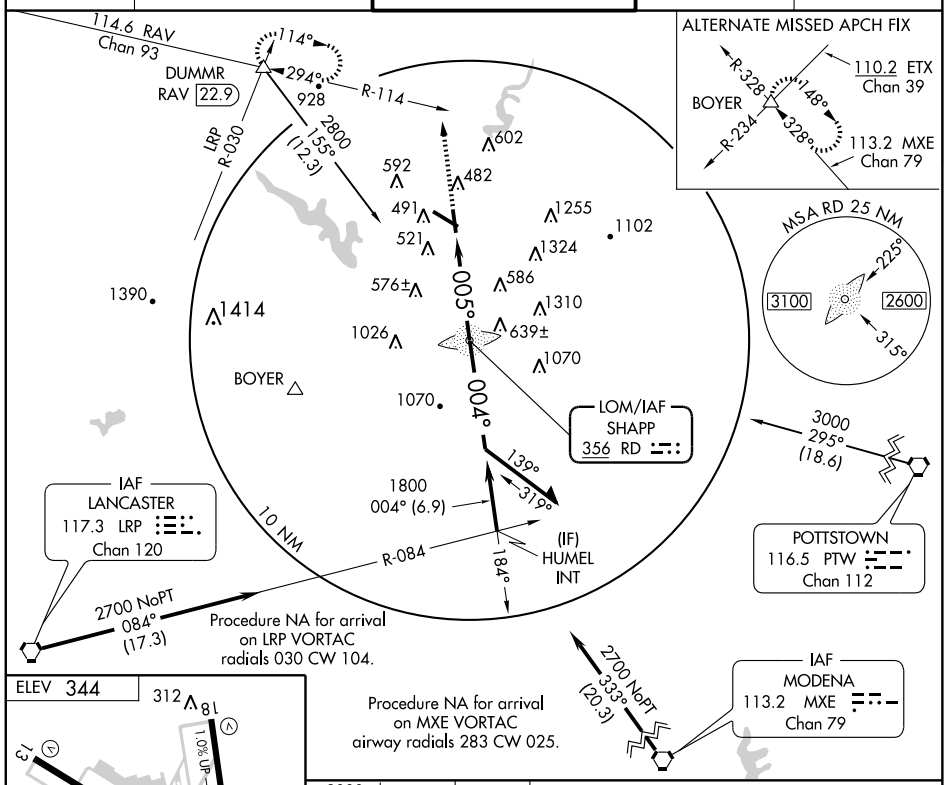
READING RGNL / CARL A SPAATZ FIELD (RDG)

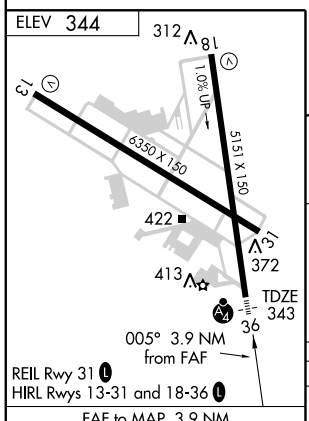
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile.

MALSF

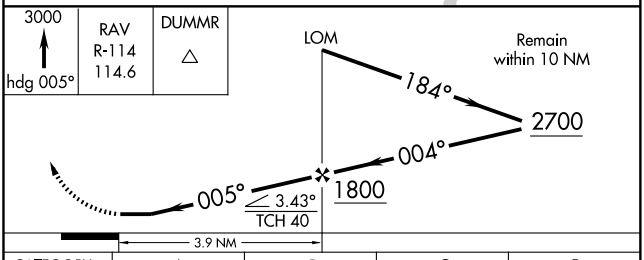
MISSED APPROACH: Climb to 3000 via heading 005° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-36	900-1 557 (600-1)		900-1½ 557 (600-1½)	900-1¾ 557 (600-1¾)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

WAAS CH 45712 W13A	APP CRS 133°	Rwy Idg 6350 TDZE 344 Apt Elev 344

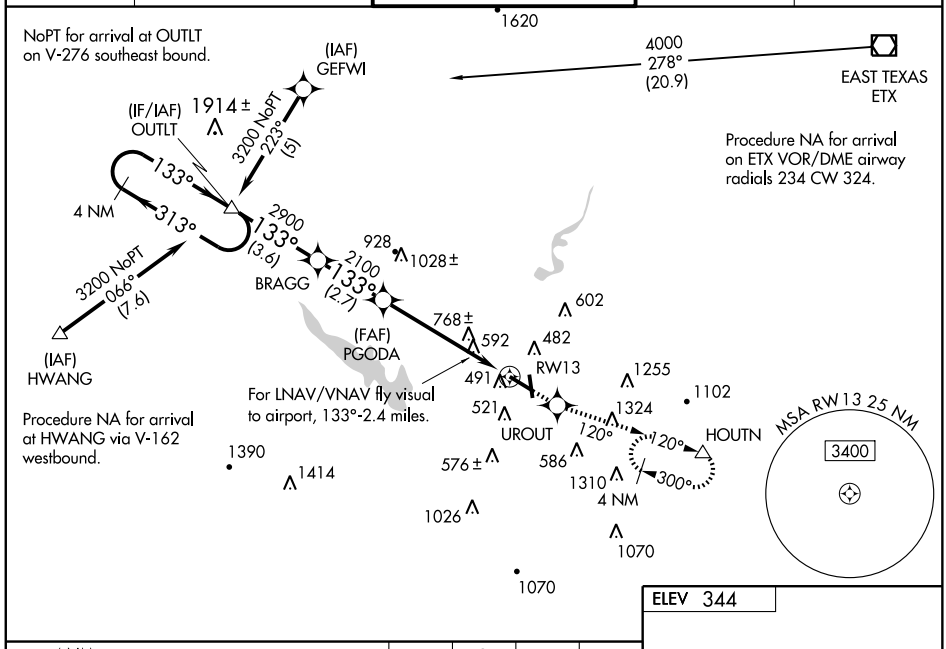
RNAV (GPS) RWY 13

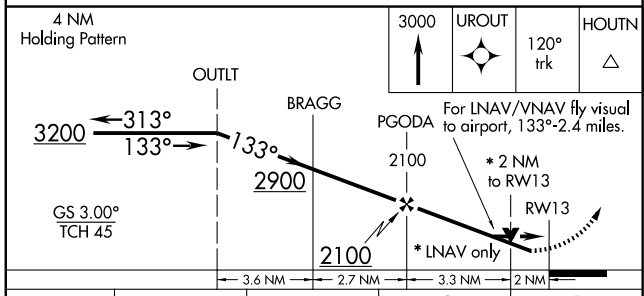
READING RGNL / CARL A SPAATZ FIELD (RDG)

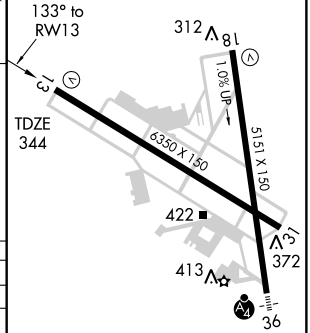
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) Ⓛ 288.3	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	804-1¾ 460 (500-1¾)			
LNAV/VNAV DA	1156-2 812 (900-2)		1156-2½ 812 (900-2½)	1156-2¾ 812 (900-2¾)
LNAV MDA	1020-1 676 (700-1)		1020-2 676 (700-2)	1020-2¼ 676 (700-2¼)
CIRCLING	1020-1 676 (700-1)		1020-2 676 (700-2)	1120-2½ 776 (800-2½)

REIL Rwy 31 Ⓛ
HIRL Rwys 13-31 and 18-36 Ⓛ

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5151
184°	TDZE	319
	Apt Elev	344

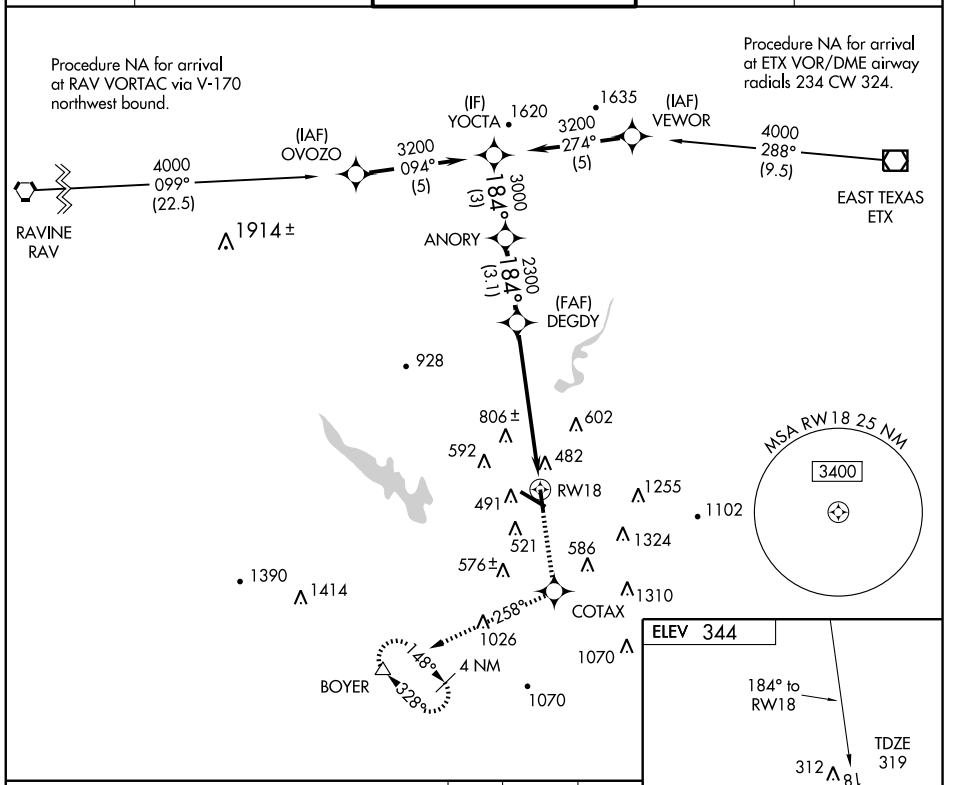
RNAV (GPS) RWY 18

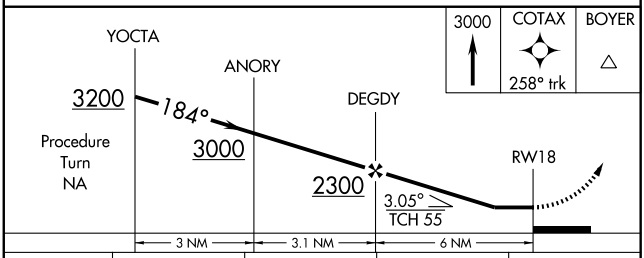
READING RGNL / CARL A SPAATZ FIELD (RDG)

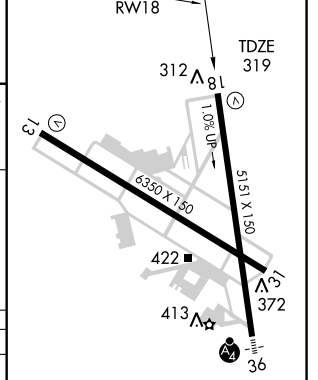
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	980-1 661 (700-1)		980-1¾ 661 (700-1¾)	980-2 661 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5151
CH 97412	004°	TDZE	343
W36A		Apt Elev	344

RNAV (GPS) RWY 36

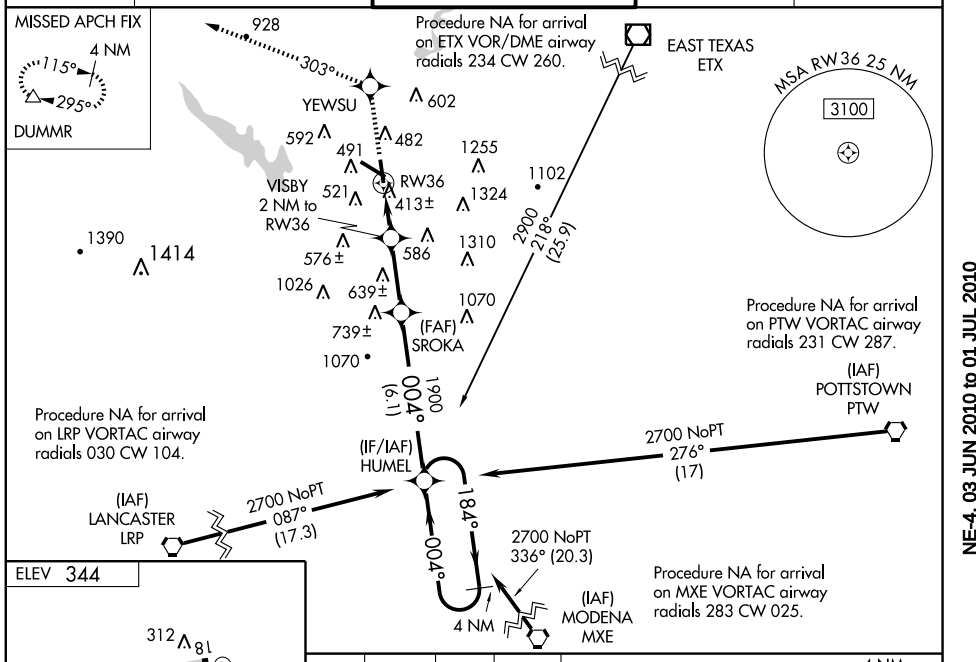
READING RGNL / CARL A SPAATZ FIELD (RDG)

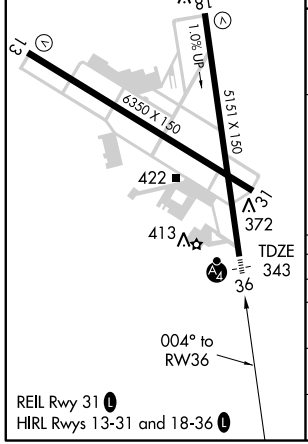
Straight-in minimums NA at night. Inoperative table does not apply.
Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

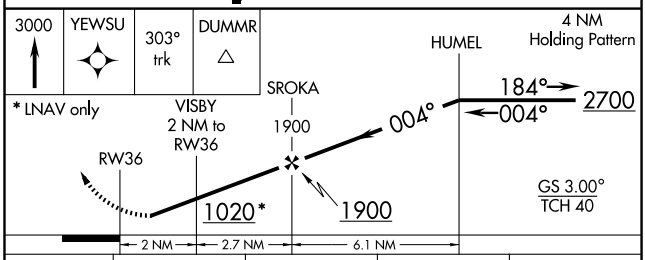
MALSF

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	622-1 279 (300-1)			
LNAV/VNAV DA	830-1¾ 487 (500-1¾)			
LNAV MDA	740-1 397 (400-1)			740-1¼ 397 (400-1¼)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-RVL	APP CRS	Rwy Idg	5001
109.3	059°	TDZE	819
		Apt Elev	819

LOC RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L

ALTERNATE MISSED APCH FIX

077° R-077 257°

PHILIPSBURG PSB 115.5 Chan 102

MISSED APCH FIX

HERDA RAV 30 R-348 R-290 110° 290° 114.6 RAV Chan 93 112.5 HAR Chan 72

PHILIPSBURG PSB 115.5 Chan 102 115.5 Chan 102

2130 ± 1580 1639 2192 2898 2504 1195 2330 2390 1990 1950 1910± 1059± 1345 1879± 2063 2190 2228 2275 2620 2190 ± 10 NM

LOCALIZER 109.3 I-RVL

5000 161° (22.3) R-161 R-290 114.6 RAV Chan 93

114.9 TON Chan 96 R-127

(IAF) OTUCA INT PSB 22.3

STROH RV

MSA PSB 25 NM 4200

(IF) LUCKS INT

3300 059° (6.1) 014° 194° 239°

(TURME)

4000 NoPT to LUCKS INT 014° (8.7) and LOC (6)

(IAF) COFAX

ELEV 819

5001 X 75

TDZE 819

059° 7.5 NM from FAF

Remain within 10 NM

OTUCA INT

239° 4000 059° 3300

3.06° TCH 36

7.5 NM

3000	4000	RAV	HERDA
	147°	R-290 114.6	△

REIL Rwys 6 and 24 L

MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	
CIRCLING	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	2360-3 1541 (1600-3)

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
059°	TDZE	819
	Apt Elev	819

RNAV (GPS) RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

T NA — Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L

PHILIPSBURG PSB

182° (20.1) 5000

2330

Procedure NA for arrivals at PSB VORTAC via V33-184-265 northwest bound.

2898 2504 2192 2175 2270 1195 2390 1990 1739± 1919± 2221± 1950 1345 2063 2228

RW06

MISSED APCH FIX
4 NM
059° 239°
OCPUC

STROH 5.2 NM to RW06

(IAF) EYOCE

4000 NoPT 149° (5)

2190

3300 059° (6.1)

(FAF) OTUCA

(IF/IAF) LUCKS

059° 239°

4 NM

MSA RW06 25 NM
3900

2190 ±

2620

4000 NoPT 032° (13.5)

(IAF) COFAX

ELEV 819

4 NM Holding Pattern

LUCKS OTUCA STROH 5.2 NM to RW06

4000 ←239° 059°→ 059° 3.06° TCH 36 3300 2460 RW06

6.1 NM 2.3 NM 5.2 NM

4000 OCPUC

5001 X 75

24

6

TDZE 819

059° to RW06

CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	
CIRCLING	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH 78107 W24A	APP CRS 239°	Rwy Idg 5001	TDZE 818	Apt Elev 819

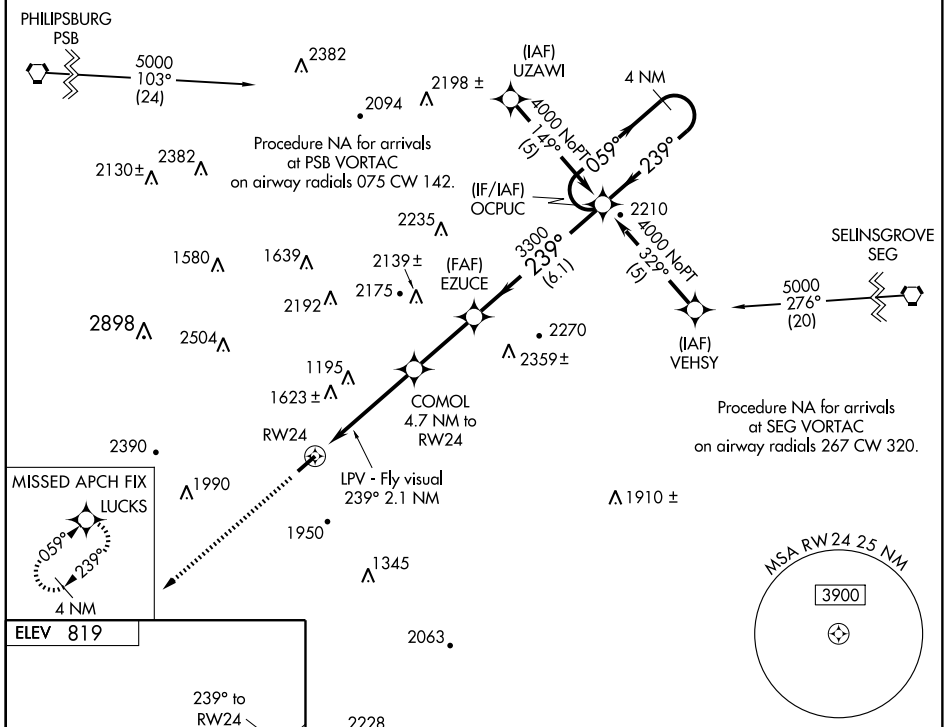
RNAV (GPS) RWY 24

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase LPV DA to 1602, increase all MDAs 100 feet; increase LPV visibility to 2 ¾ all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct LUCKS and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1509-2 691 (700-2)			1509-2¼ 691 (700-2¼)
LNAV MDA	2220-1¼ 1402 (1500-1¼)	2220-1½ 1402 (1500-1½)	2220-3 1402 (1500-3)	
CIRCLING	2220-1¼ 1401 (1500-1¼)	2220-1½ 1401 (1500-1½)	2220-3 1401 (1500-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS		
170°	Rwy Idg	4372
	TDZE	456
	Apt Elev	450

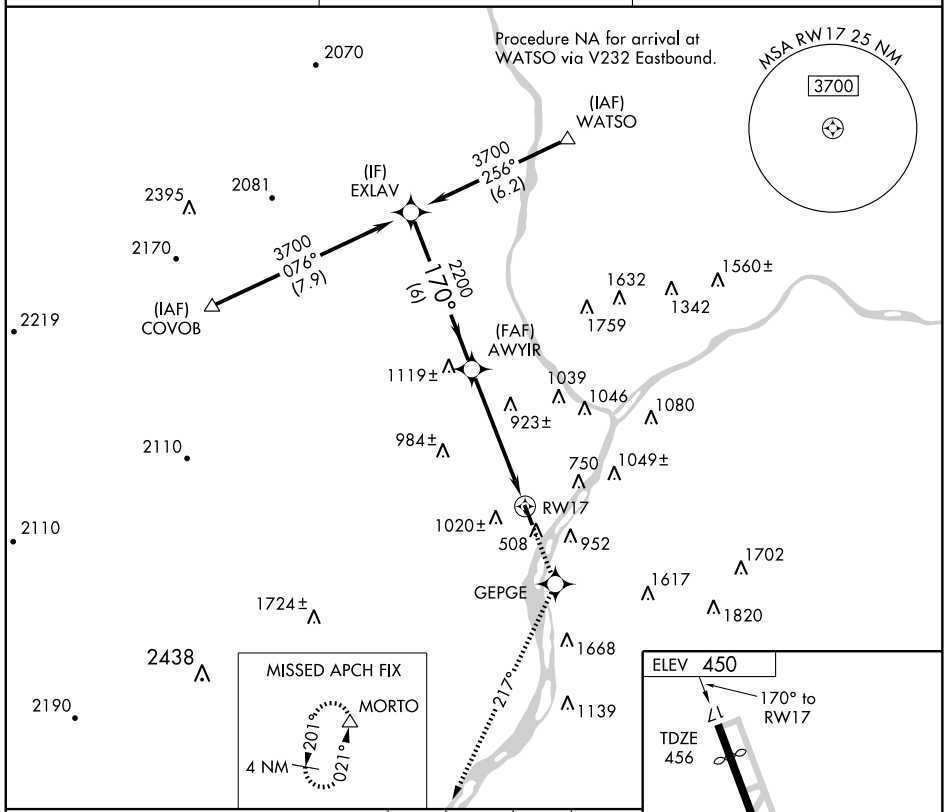
RNAV (GPS) RWY 17

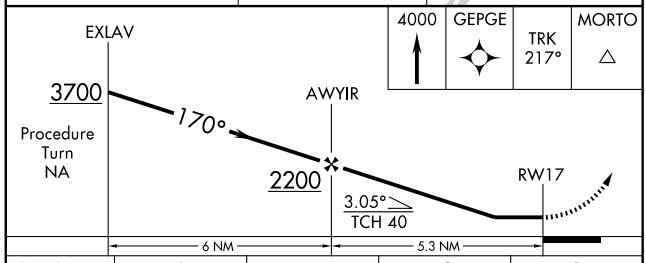
SELINSGROVE/PENN VALLEY (SEG)

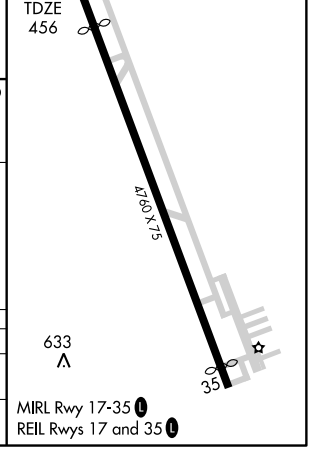
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1¼	884 (900-1¼)	NA	
CIRCLING	1400-1¼ 950 (1000-1¼)	1400-1½ 950 (1000-1½)	NA	

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC SEG	APP CRS	Rwy Idg	N/A
110.4	034°	TDZE	N/A
Chan 41		Apt Elev	450

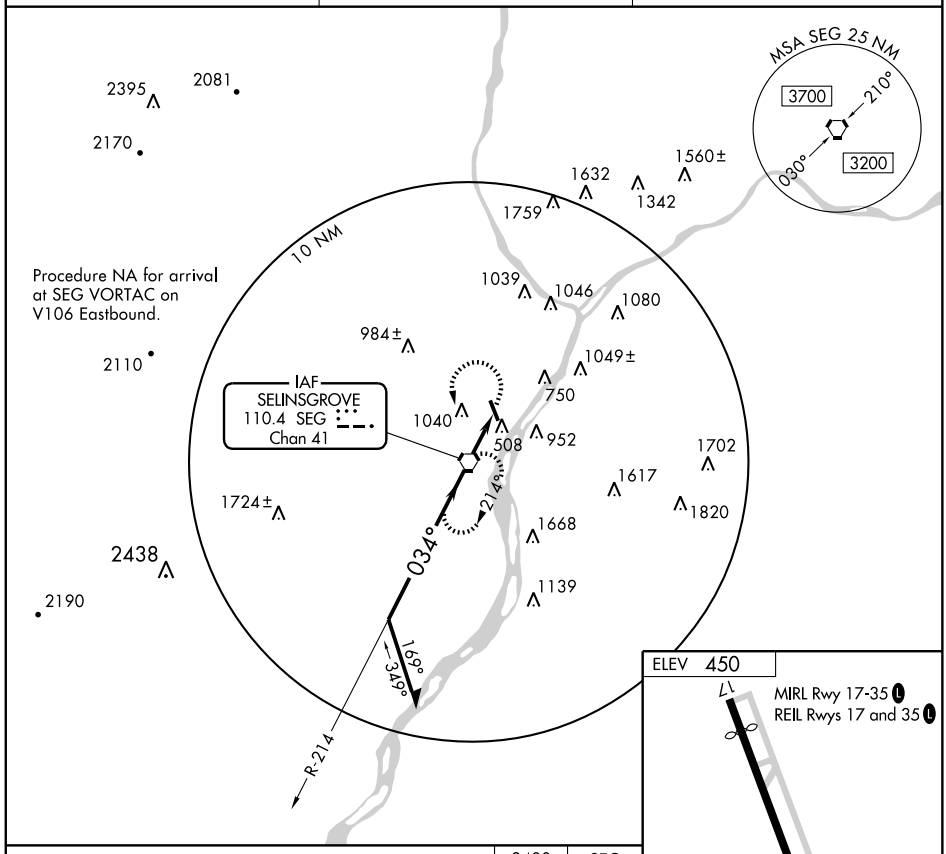
VOR-A

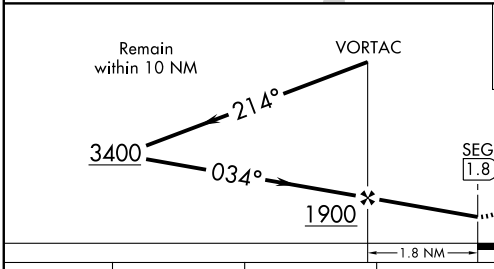
SELINSGROVE/PENN VALLEY (SEG)

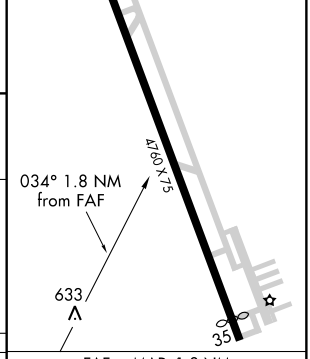
When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1400-1¼	950 (1000-1¼)	NA	

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

NE-4, 03 JUN 2010 to 01 JUL 2010

SEVEN SPRINGS BOROUGH, PENNSYLVANIA

AL-6350 (FAA)

VORTAC IHD	APP CRS	Rwy Idg	3045
108.2	044°	TDZE	N/A
Chan 19		Apt Elev	2907

VOR or GPS-A

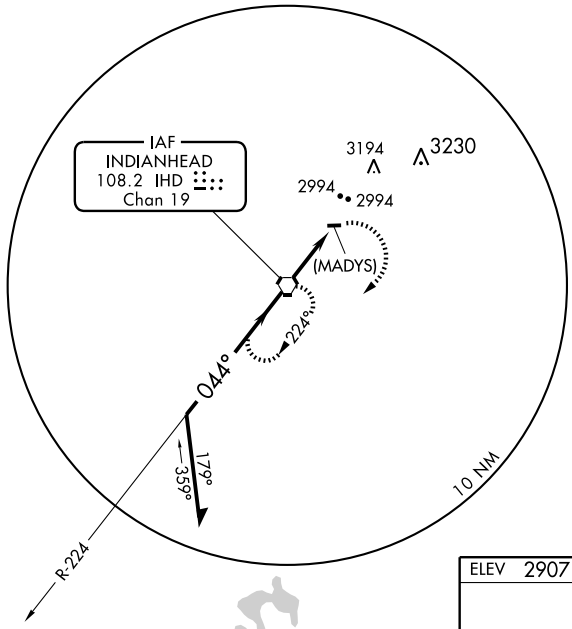
SEVEN SPRINGS (7SP)

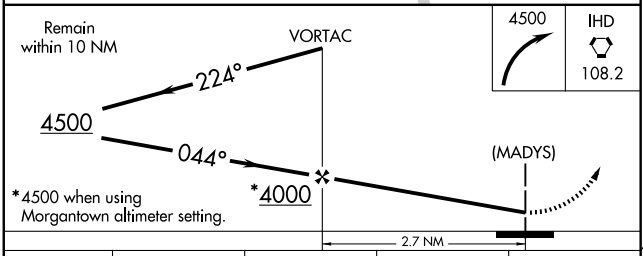
Use Johnstown altimeter setting; when not available, use Morgantown altimeter setting minimums.

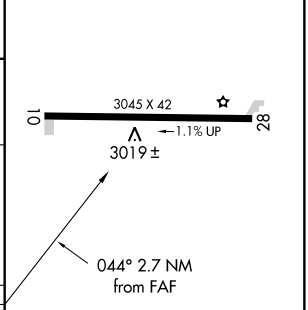
NA

MISSED APPROACH: Climbing right turn to 4500 direct IHD VORTAC and hold.

CLEVELAND CENTER	CTAF
124.4 327.1	122.9







CATEGORY	A	B	C	D
CIRCLING	3540-1 636 (700-1)		3540-1¾ 636 (700-1¾)	NA

MIRL Rwy 10-28 L

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

MORGANTOWN ALTIMETER SETTING MINIMUMS		
CIRCLING	4420-3 1516 (1600-3)	NA

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3297
248°	TDZE	881
	Apt Elev	881

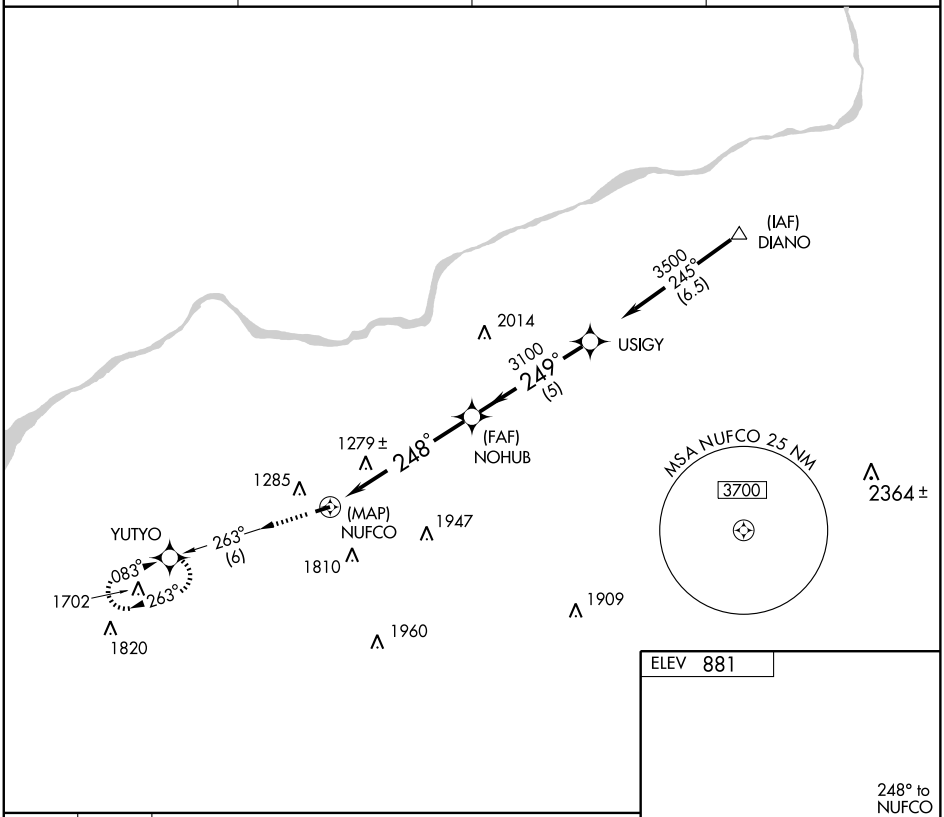
GPS RWY 26

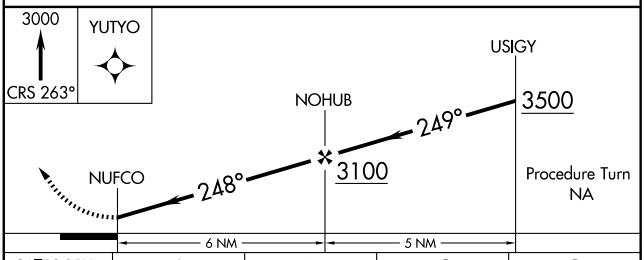
SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

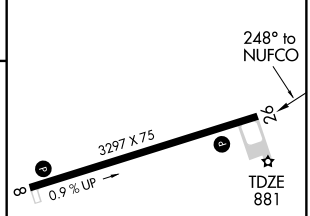
NA

MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L







CATEGORY	A	B	C	D
S-26	1540-1 659 (700-1)		1540-1¾ 659 (700-1¾)	NA
CIRCLING	1840-1¼ 959 (1000-1¼)	1880-1½ 999 (1000-1½)	1900-3 1019 (1100-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC SEG	APP CRS	Rwy Idg	3297
110.4	088°	TDZE	879
Chan 41		Apt Elev	881

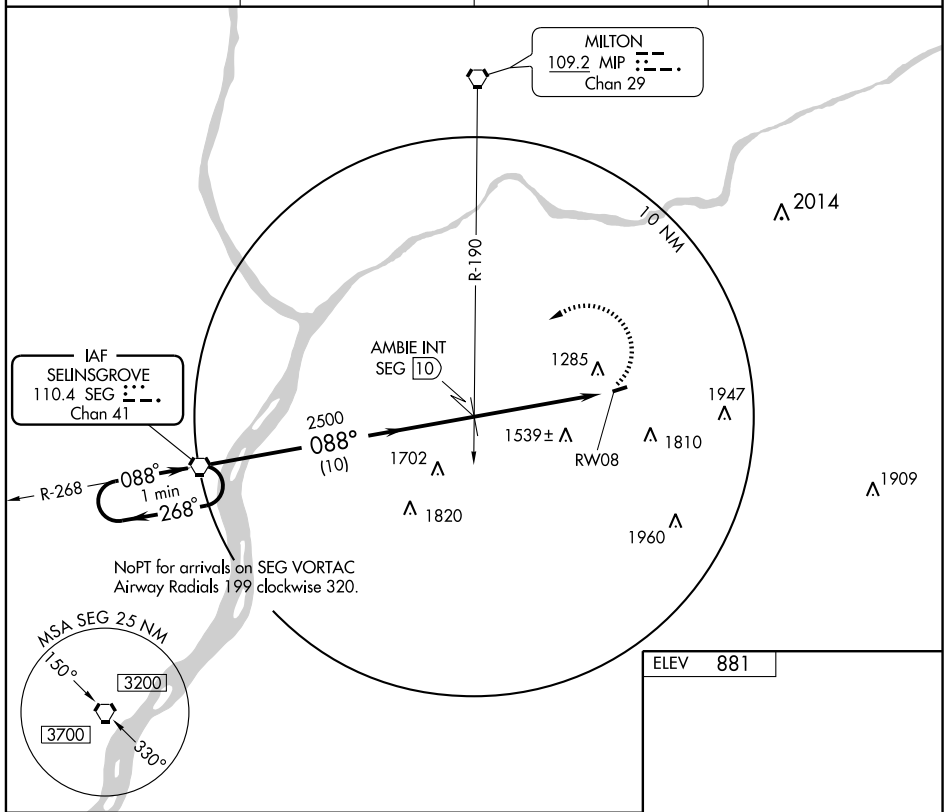
VOR or GPS RWY 8

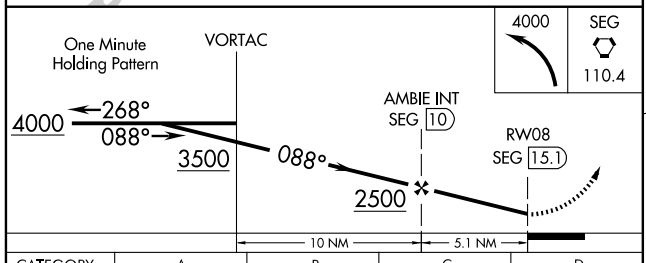
SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

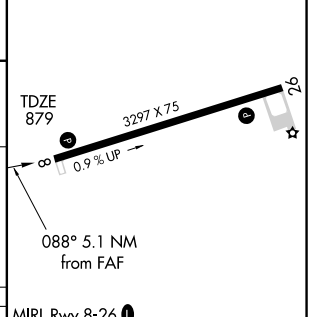
NA

MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L







CATEGORY	A	B	C	D
S-8	1980-1¼ 1101 (1100-1¼)	1980-1½ 1101 (1100-1½)	1980-3 1101 (1100-3)	NA
CIRCLING	1980-1¼ 1099 (1100-1¼)	1980-1½ 1099 (1100-1½)	1980-3 1099 (1100-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-SOZ	APP CRS	Rwy Idg	5002
108.7	246°	TDZE	2240
		Apt Elev	2275

LOC/NDB RWY 25

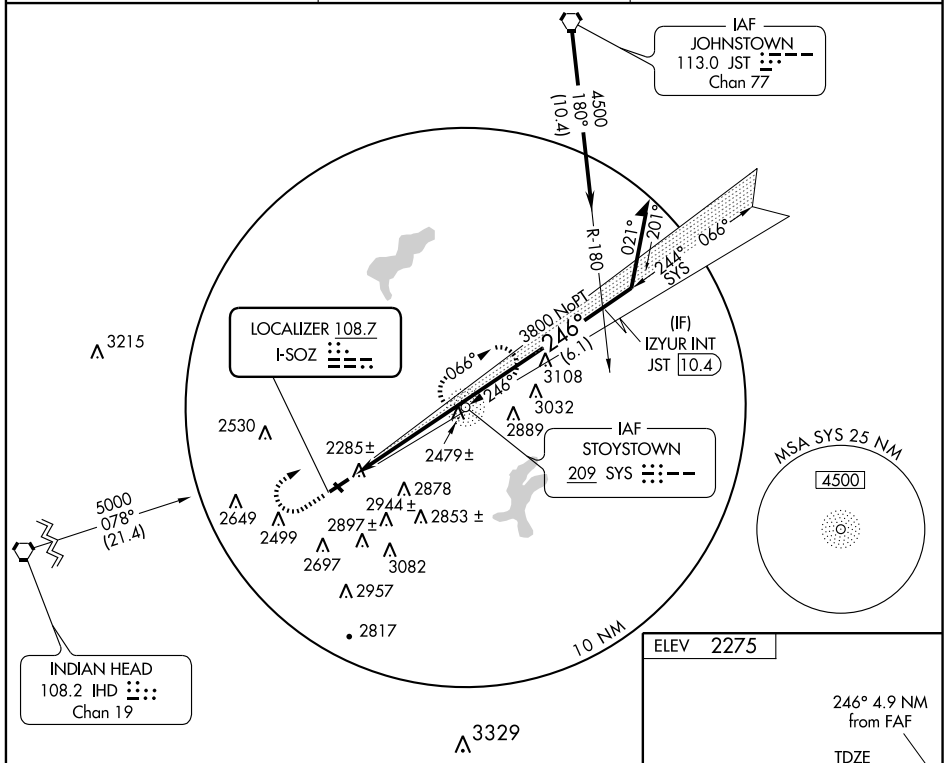
SOMERSET COUNTY (2G9)

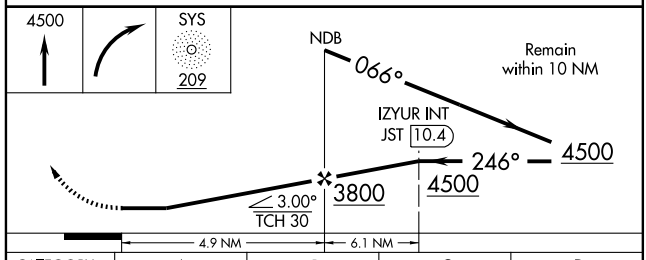
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

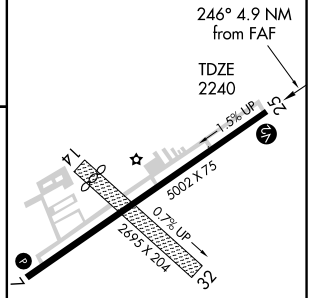
NA

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
S-25	2700-1 460 (500-1)		2700-1¼ 460 (500-1¼)	2700-1½ 460 (500-1½)
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4. 03 JUN 2010 to 01 JUL 2010

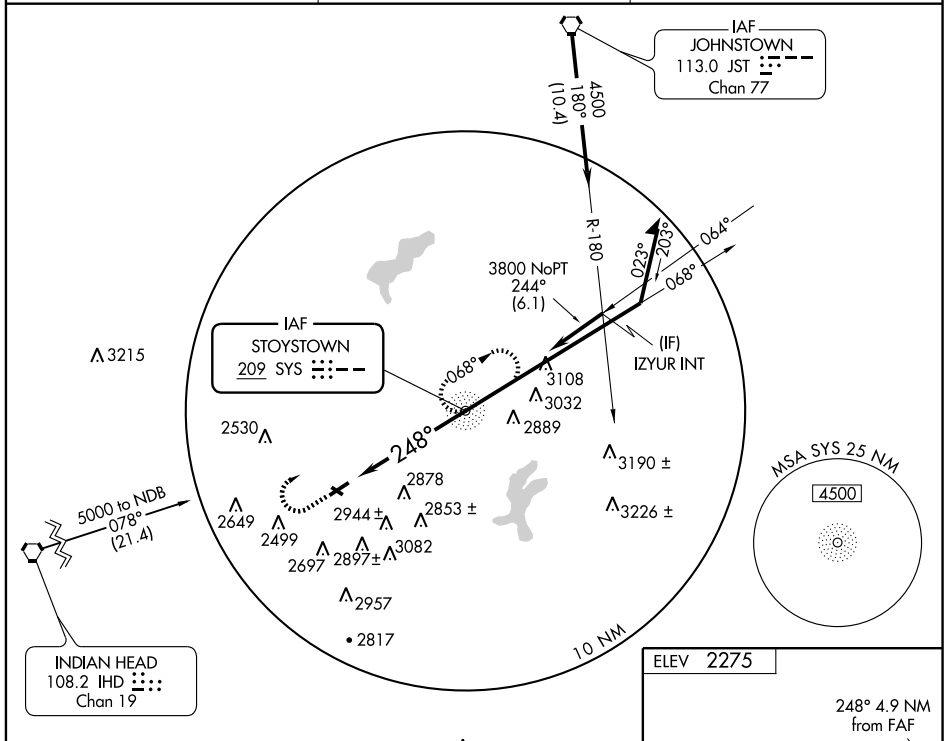
NDB SYS	APP CRS		
209	248°	Rwy Idg	5002
		TDZE	2240
		Apt Elev	2275

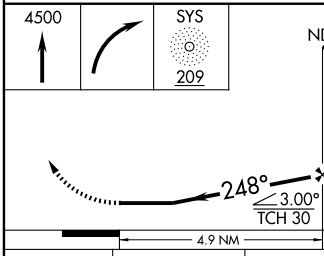
NDB RWY 25
SOMERSET COUNTY (2G9)

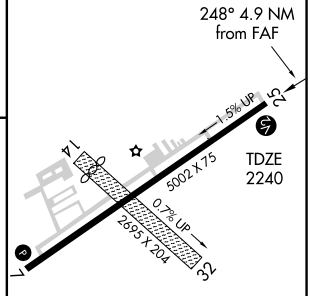
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
S-25/25	3240-1¼ 1000 (1000-1¼)	3240-1½ 1000 (1000-1½)	3240-3 1000 (1000-3)	
CIRCLING	3240-1¼ 965 (1000-1¼)	3240-1½ 965 (1000-1½)	3240-3 965 (1000-3)	3300-3 1025 (1100-3)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5002
CH 66005	066°	TDZE	2275
W07A		Apt Elev	2275

RNAV (GPS) RWY 7

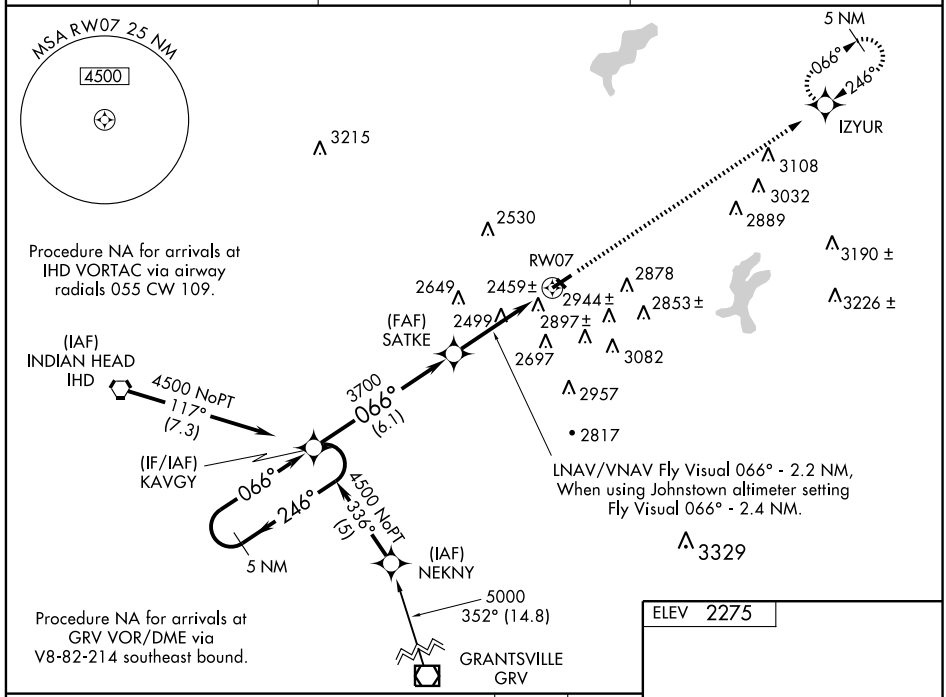
SOMERSET COUNTY (2G9)

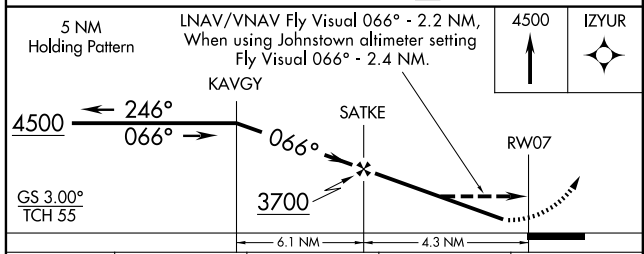
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

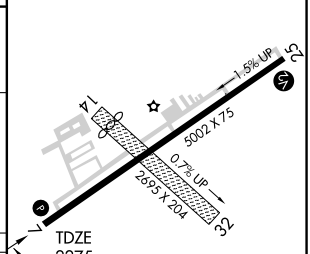
NA

MISSED APPROACH: Climb to 4500 direct IZYUR and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2525-1 250 (300-1)			
LNAV/VNAV DA	3029-2 754 (800-2)		3029-2¼ 754 (800-2¼)	3029-2½ 754 (800-2½)
LNAV MDA	2900-1 625 (700-1)		2900-1¾ 625 (700-1¾)	2900-2 625 (700-2)
CIRCLING	2900-1 625 (700-1)		2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5002
CH 82205	246°	TDZE	2240
W25A		Apt Elev	2275

RNAV (GPS) RWY 25

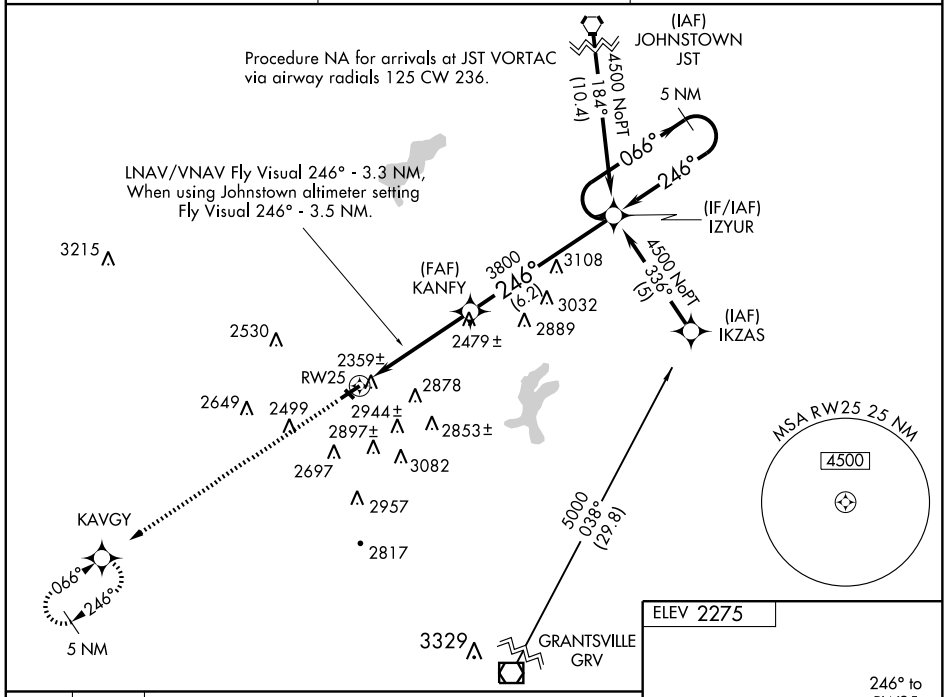
SOMERSET COUNTY (2G9)

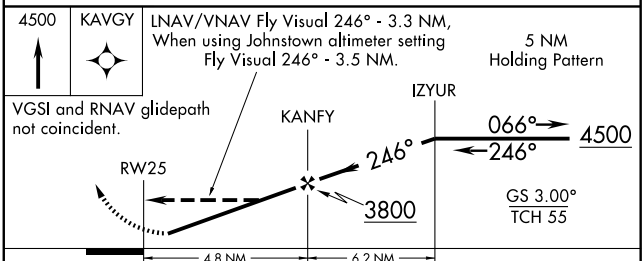
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

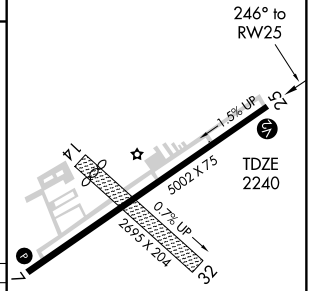
NA

MISSED APPROACH: Climb to 4500 direct KAVGY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2490-1 250 (300-1)			
LNAV/VNAV DA	3305-2 1065 (1100-2)		3305-3 1065 (1100-3)	
LNAV MDA	2660-1 420 (400-1)		2660-1¼ 420 (400-1¼)	
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

LOC/DME I-OYM	APP CRS	Rwy Idg	4300
108.9	281°	TDZE	1934
Chan 26		Apt Elev	1934

LOC/DME RWY 28

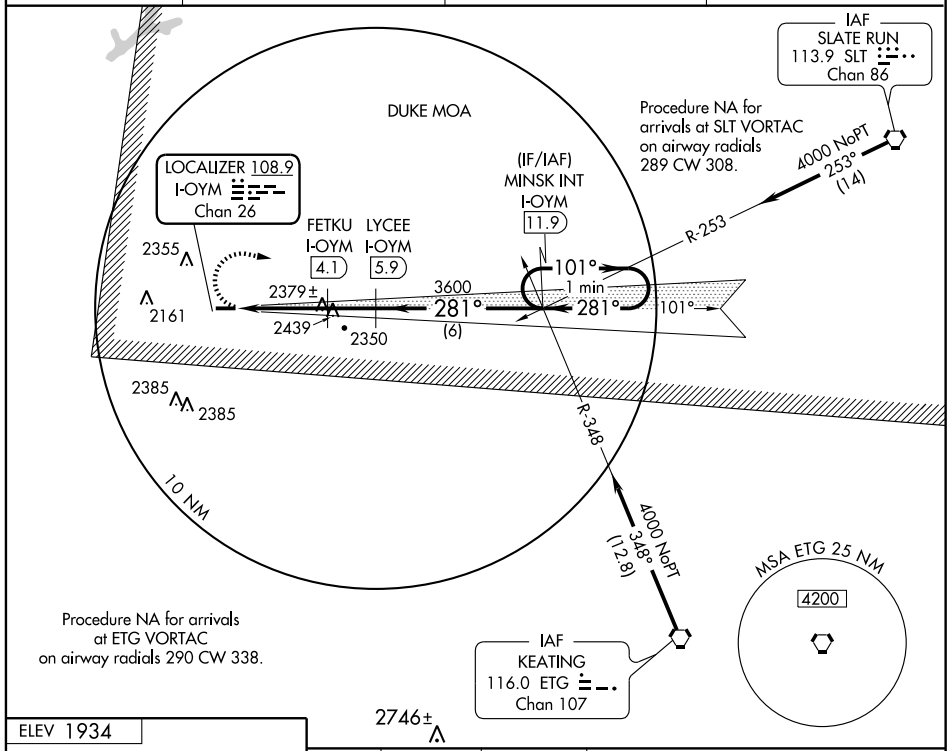
ST. MARYS MUNI (OYM)

▼ NA — If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

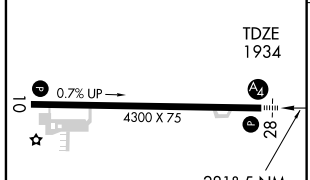
MALS

MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

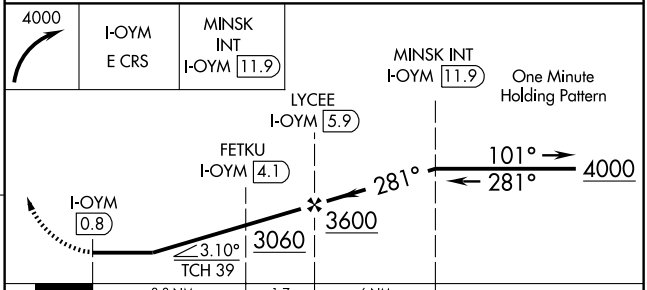
AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L



ELEV 1934



MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
S-28	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2740-2½ 806 (900-2½)
CIRCLING	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2800-2¾ 866 (900-2¾)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4300
CH 40102	101°	TDZE	1909
W10A		Apt Elev	1934

RNAV (GPS) RWY 10

ST. MARYS MUNI (OYM)

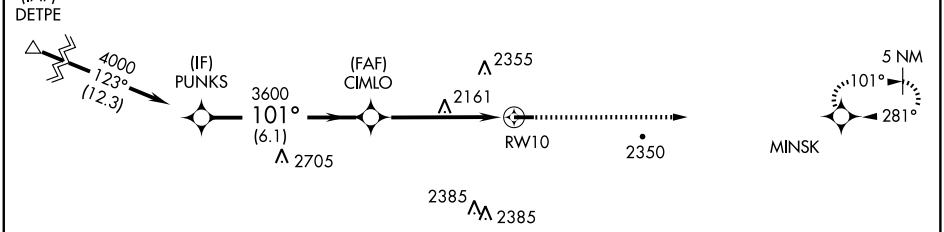
▼ NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

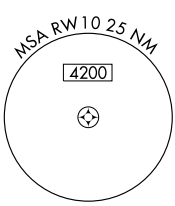
MISSED APPROACH: Climb to 4000 direct MINSK and hold.

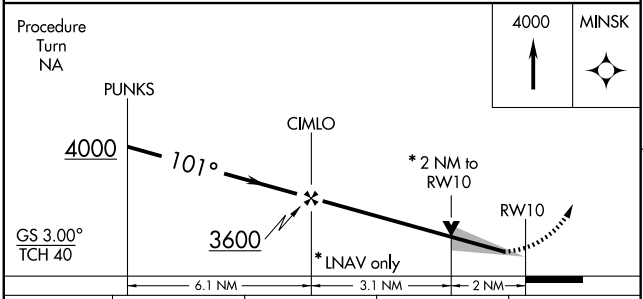
AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L

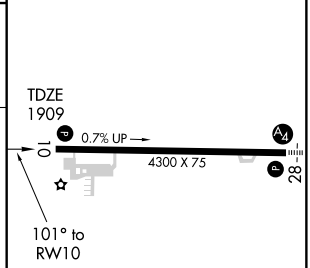
2725±

Procedure NA for arrivals at DETPE via V184 NW bnd.









CATEGORY	A	B	C	D
LPV DA	2169-1 260 (300-1)			
LNAV MDA	2580-1 671 (700-1)		2580-2 671 (700-2)	2580-2¼ 671 (700-2¼)
CIRCLING	2620-1 686 (700-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4300
CH 82302	281°	TDZE	1934
W28A		Apt Elev	1934

RNAV (GPS) RWY 28

ST. MARYS MUNI (OYM)

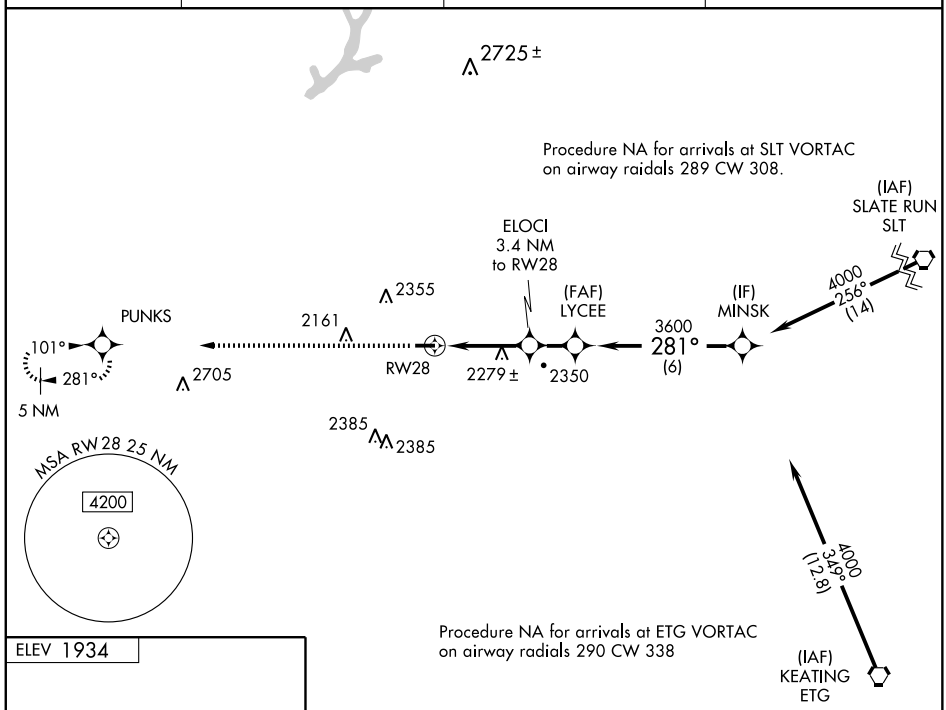
DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV all Cats or LNAV Cat C. VDP NA when using Bradford altimeter setting. If local altimeter not received, use Bradford altimeter setting and increase DA to 2417 and all MDAs 240 feet.

NA

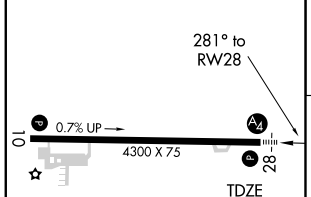
MALS

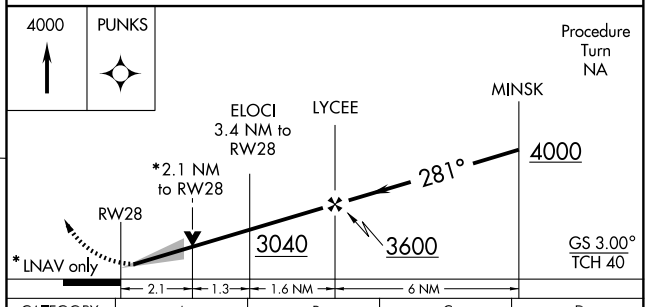
MISSED APPROACH: Climb to 4000 direct PUNKS and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L



ELEV 1934





CATEGORY	A	B	C	D
LPV DA	2194-1 260 (300-1)			
LNAV MDA	2640-¾ 706 (800-¾)		2640-2 706 (800-2)	2640-2¼ 706 (800-2¼)
CIRCLING	2640-1 706 (800-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC SLT 113.9 Chan 86	APP CRS 264°	Rwy Idg 4300 TDZE 1934 Apt Elev 1934

VOR RWY 28
ST. MARYS MUNI (OYM)

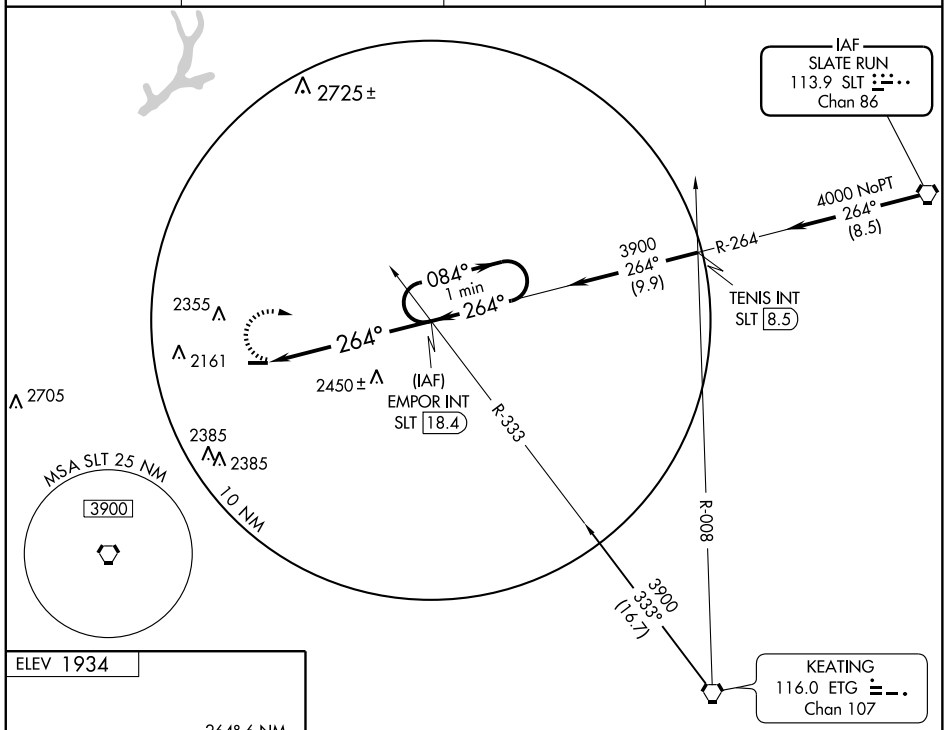
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply.

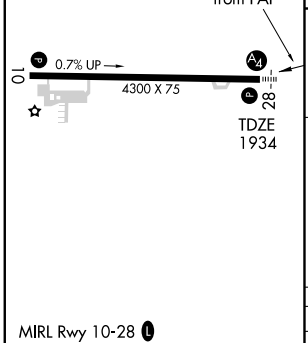
NA

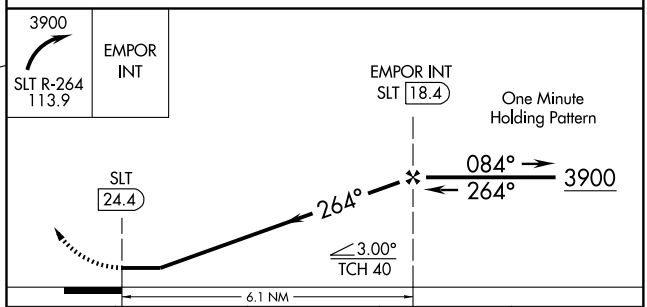
MALS

MISSED APPROACH: Climbing right turn to 3900 via SLT R-264 to EMPOR Int/18.4 DME and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-28	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)
CIRCLING	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-UNV	APP CRS	Rwy Idg	6701
111.7	244°	TDZE	1218
		Apt Elev	1239

ILS or LOC RWY 24

STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX

077°-R-257°-R-077°

PHILIPSBURG PSB 115.5 Chan 102

ADF REQUIRED

10 NM

2282 2254

LOM/IAF PENUE 388 UN

064° 244° 289° 109°

PHILIPSBURG 115.5 PSB Chan 102

2855 2600± 4800 102° (11.4) 2091 2026± 2382

Bellefonte

Ridge Soaring Gliderport

1313± 064°

2287 4800 075° (28.8) 1878 1784

2130± 2382

Procedure NA for arrivals at RASHE INT via V106 southwest bound.

LOCALIZER 111.7 I-UNV

TYRONE 114.9 TON Chan 96

2898 2504 4800 to PENUE 353° (14.7)

MSA UN 25 NM 3900

2390 RASHE

ELEV 1239 D

244° 5.5 NM from FAF

0.6% UP

TDZE 1218

6701 X 150

REIL Rwy 6 L

HIRL Rwy 6-24 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

2600	4000	UN

* LOC only.

LOM 064° 3900 3016 244° 244° *3100 3400 GS 3.00° TCH 55

Remain within 10 NM

5.5 NM

CATEGORY	A	B	C	D
S-ILS 24	1418-½ 200 (200-½)			
S-LOC 24	1580-½ 362 (400-½)			1580-¾ 362 (400-¾)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6701
CH 87109	064°	TDZE	1231
W06A		Apt Elev	1239

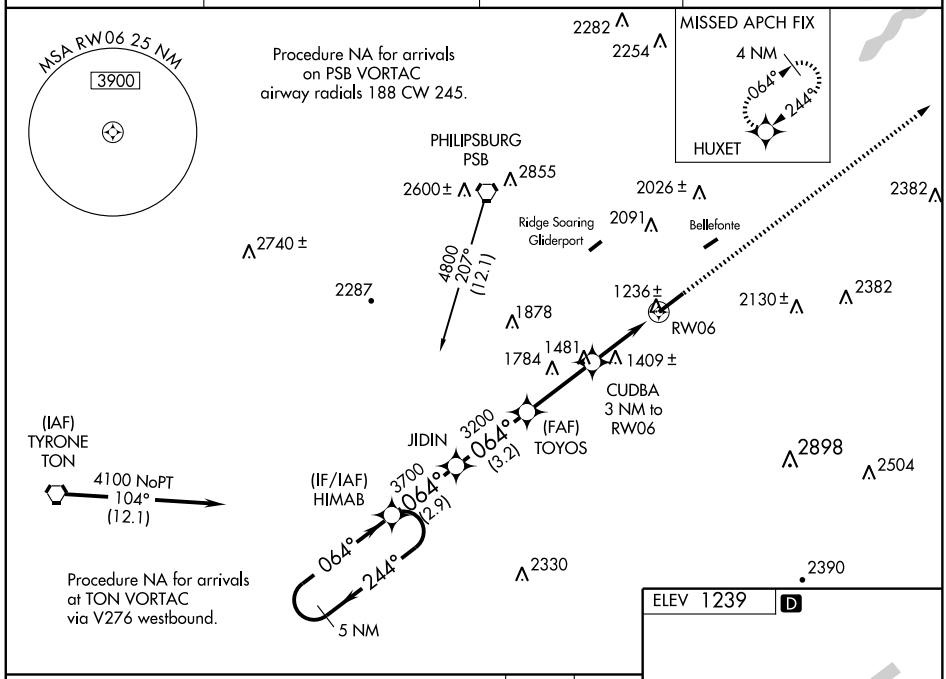
RNAV (GPS) RWY 6

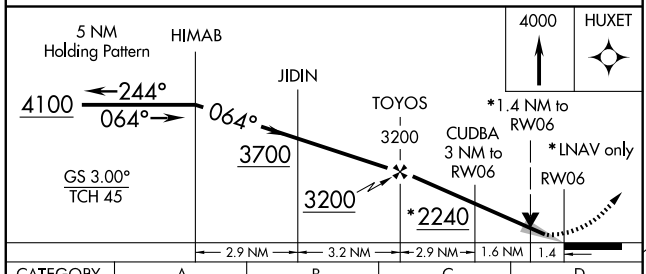
STATE COLLEGE / UNIVERSITY PARK (UNV)

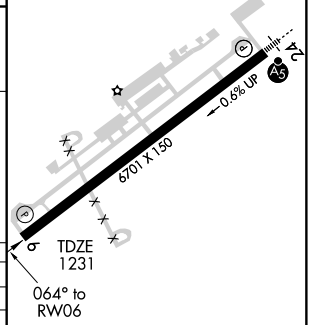
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ½ mile; increase Circling Cats C and D visibility ¼ mile.
VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1481- ¾	250 (300-¾)		
LNAV/VNAV DA	1681-1½	450 (500-1½)		
LNAV MDA	1720-1	489 (500-1)	1720-1¼ 489 (500-1¼)	1720-1½ 489 (500-1½)
CIRCLING	1720-1	481 (500-1)	1720-1½ 481 (500-1½)	1800-2 561 (600-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6701
CH 61309	244°	TDZE	1218
W24A		Apt Elev	1239

RNAV (GPS) RWY 24

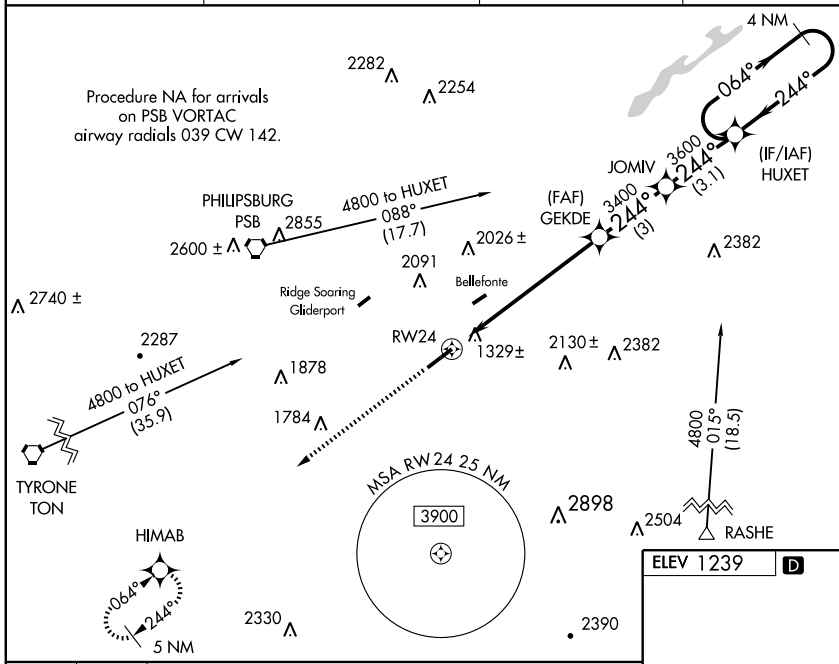
STATE COLLEGE/ UNIVERSITY PARK (UNV)

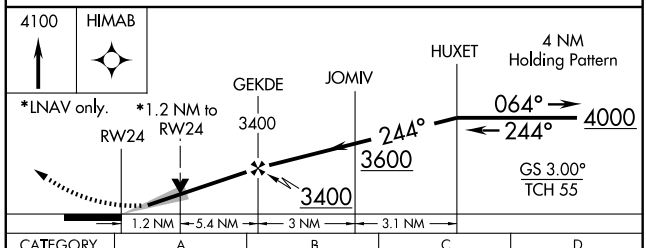
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

MALSR

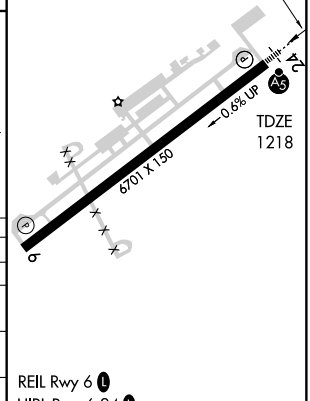
MISSED APPROACH: Climb to 4100 direct HIMAB and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1418-½ 200 (200-½)			
LNAV/VNAV DA	1635-1 417 (400-1)			
LNAV MDA	1620-½ 402 (400-½)		1620-¾ 402 (400-¾)	1620-1 402 (400-1)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)



REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC PSB	APP CRS	Rwy Idg	N/A
115.5	132°	TDZE	N/A
Chan 102		Apt Elev	1239

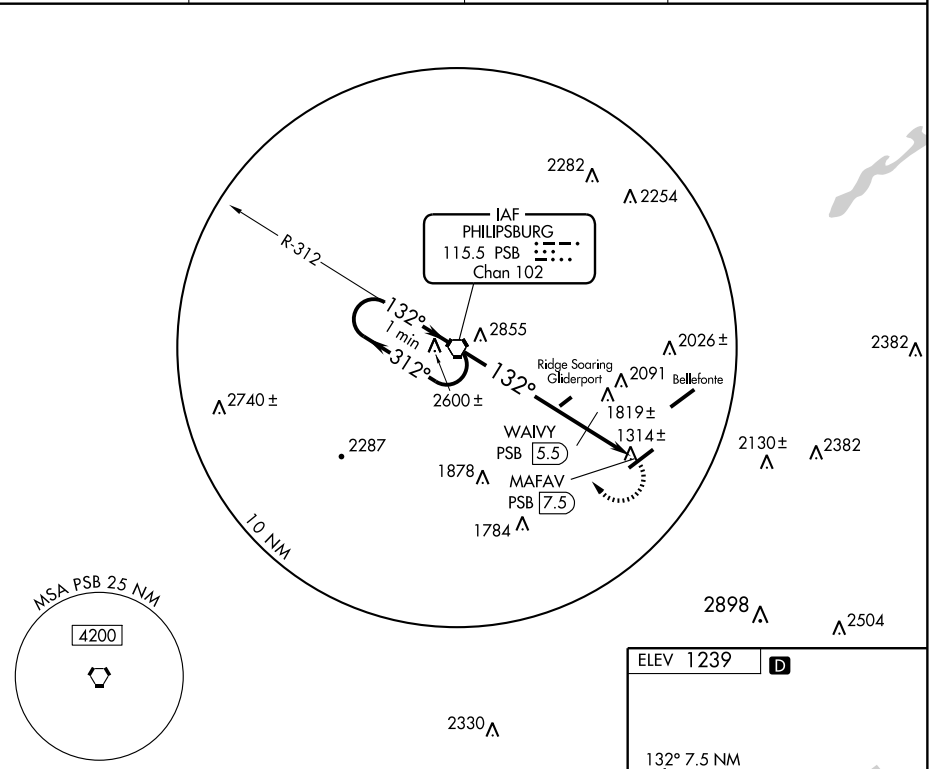
VOR-B

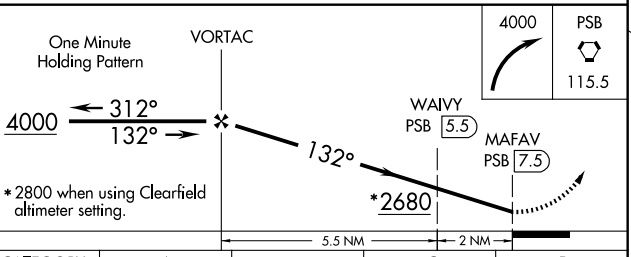
STATE COLLEGE / UNIVERSITY PARK (UNV)

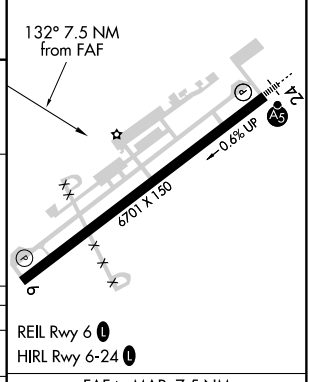
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1441 (1500-1¼)	2680-1½ 1441 (1500-1½)	2680-3 1441 (1500-3)	

WAIVY FIX MINIMUMS

CIRCLING	1960-1 721 (800-1)	1960-2 721 (800-2)	1960-2¼ 721 (800-2¼)

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

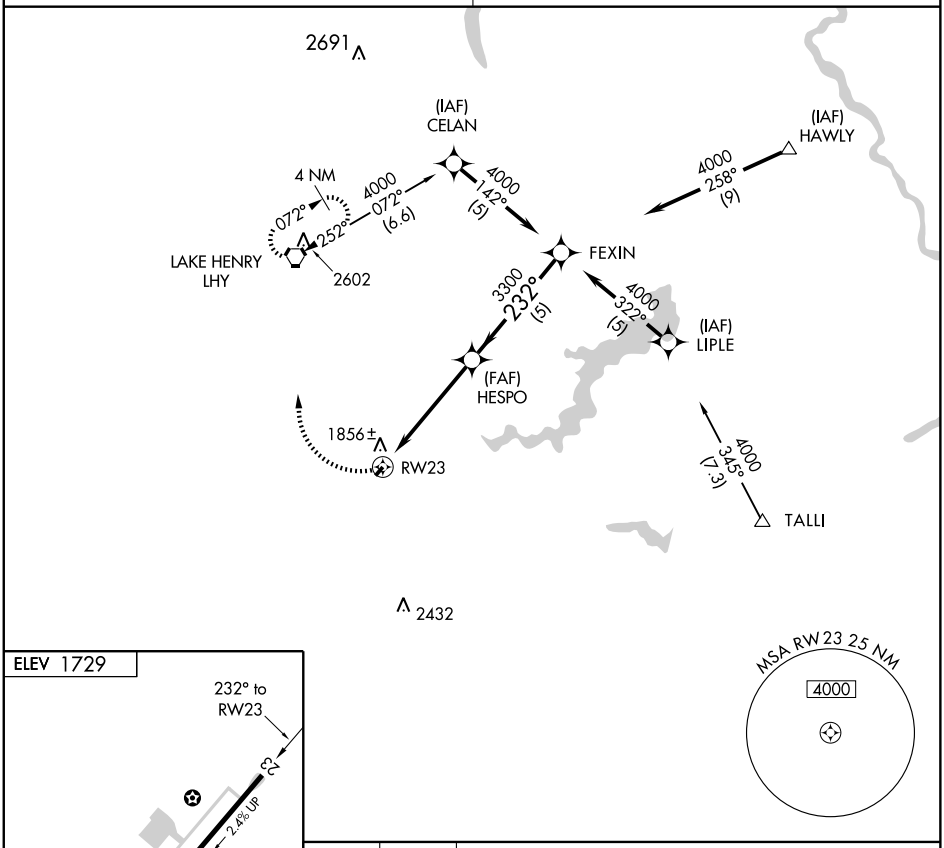
NE-4. 03 JUN 2010 to 01 JUL 2010

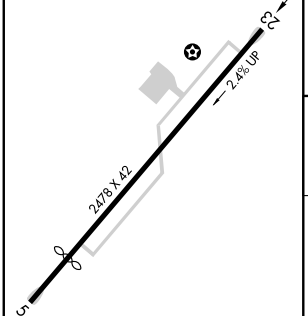
APP CRS	Rwy Idg	N/A
232°	TDZE	N/A
	Apt Elev	1729

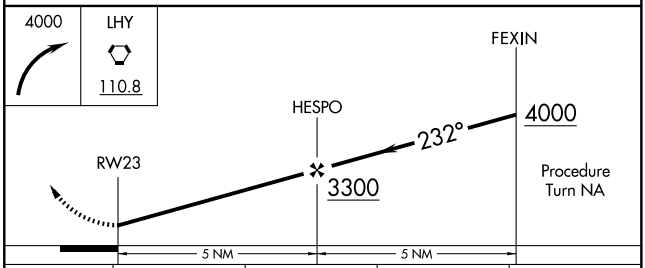
RNAV (GPS)-A

STERLING / SPRING HILL (7Ø1N)

T A NA	Use Wilkes-Barre/Scranton Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.
WILKES-BARRE APP CON **126.3 256.7**	CTAF L **122.9**







CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

LIRL Rwy 5-23 L

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC LHY	APP CRS	Rwy Idg	N/A
110.8	167°	TDZE	N/A
Chan 45		Apt Elev	1729

VOR-B

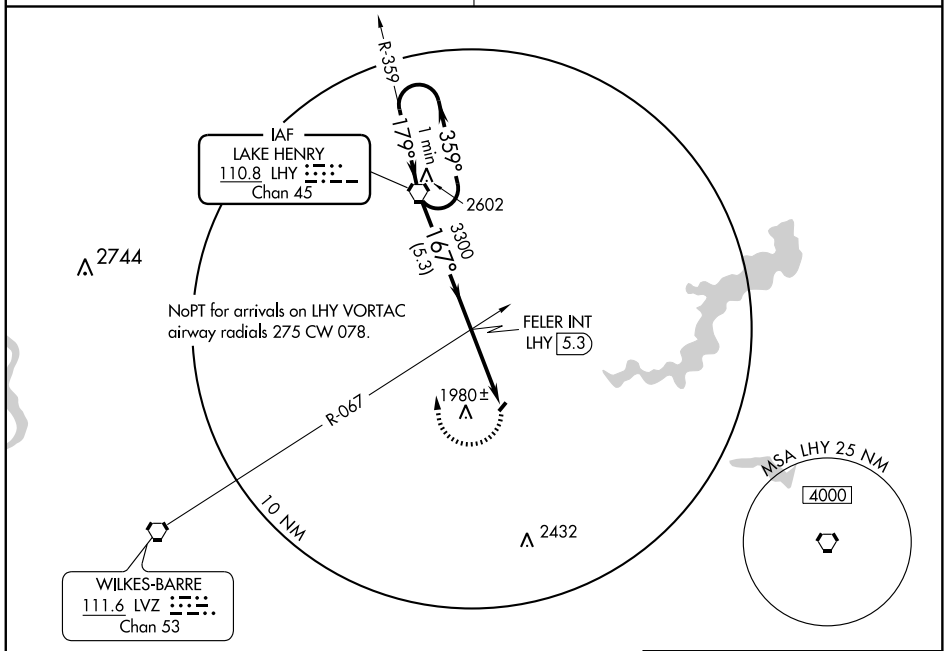
STERLING/SPRING HILL (7ØN)

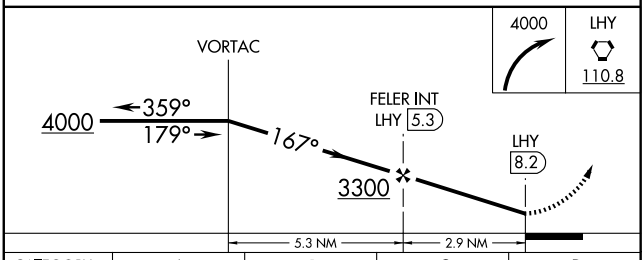
NA

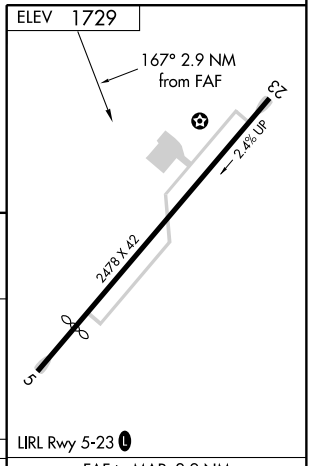
Use Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON	CTAF
126.3 256.7	122.9







CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-4. 03 JUN 2010 to 01 JUL 2010

VOR FKL 109.6	APP CRS 033°	Rwy Idg N/A TDZE N/A Apt Elev 1600

VOR or GPS-A
TITUSVILLE (6G1)

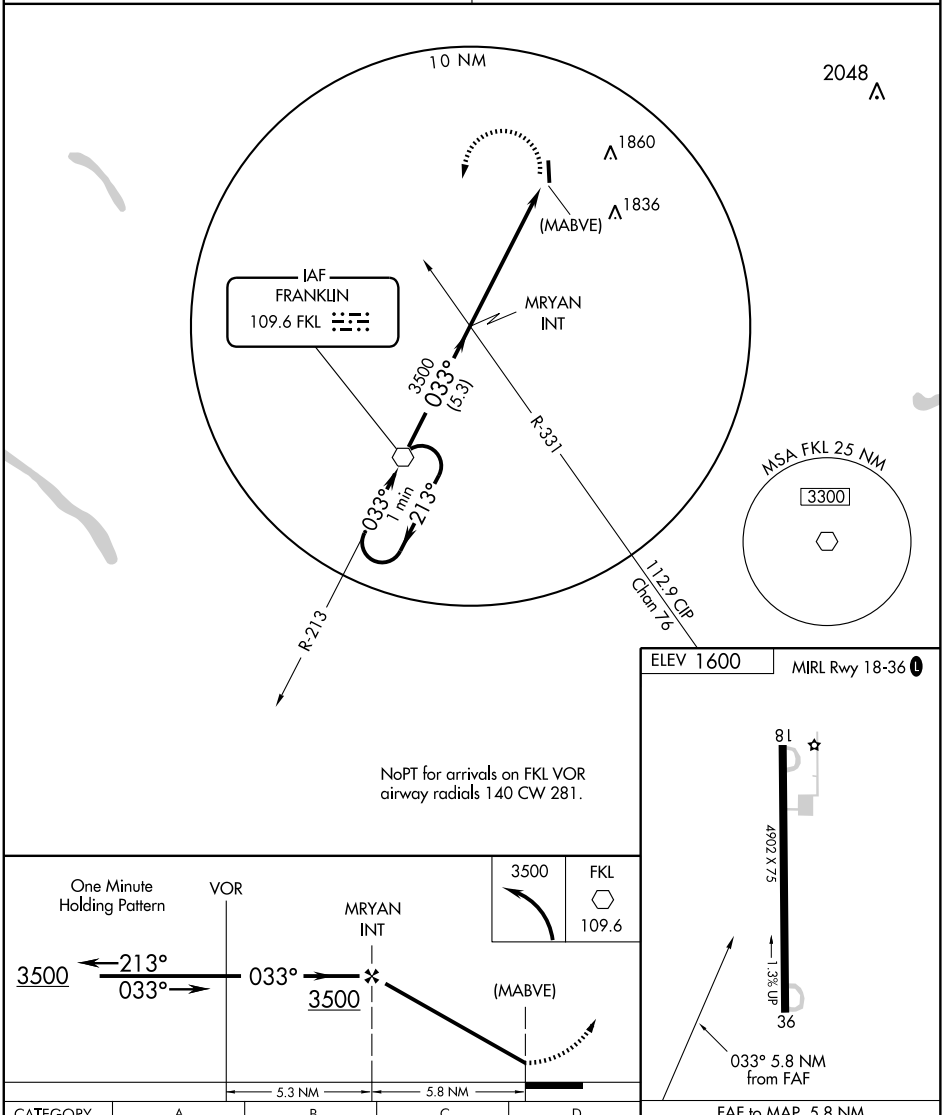
NA

Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

YOUNGSTOWN APP CON ★
133.95 322.3

CTAF
122.9 L



ELEV 1600 MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	2200-1	600 (600-1)	2200-1½ 600 (600-1½)	2260-2 660 (700-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MXE	APP CRS	Rwy Idg	3695
113.2	230°	TDZE	436
Chan 79		Apt Elev	436

VOR RWY 24

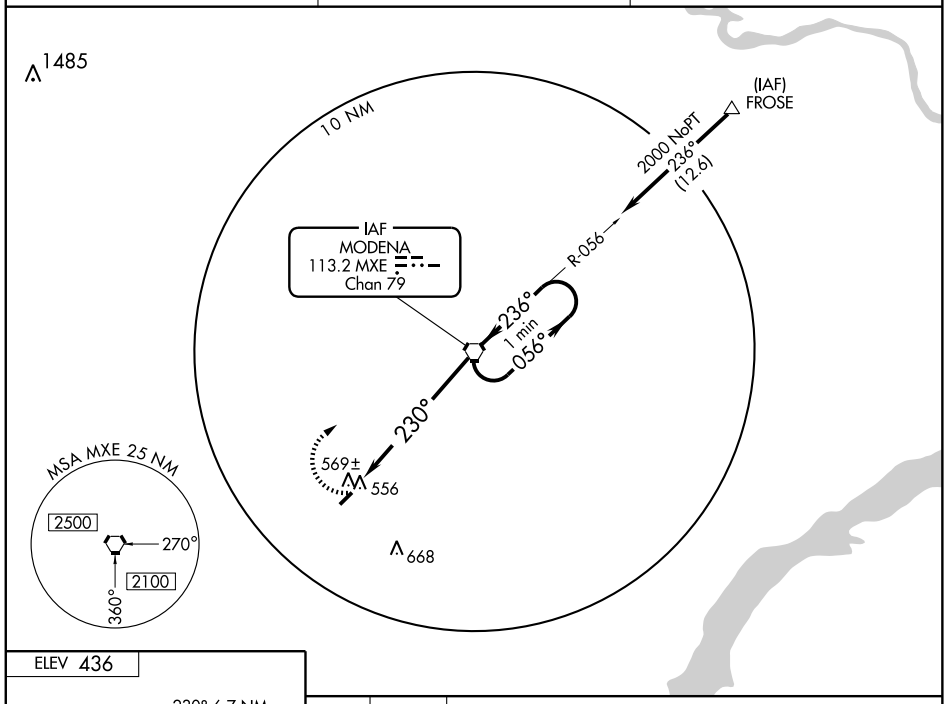
TOUGHKENAMON/ NEW GARDEN (N57)

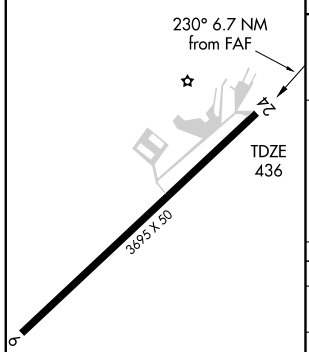
NA

Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

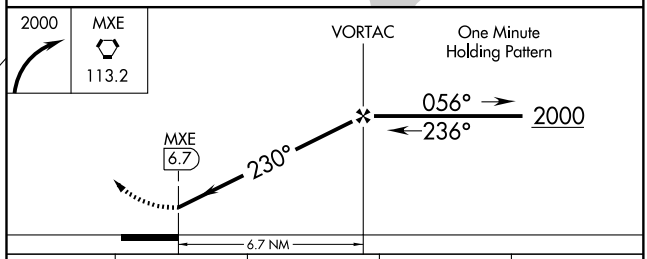
PHILADELPHIA APP CON	CLNC DEL	UNICOM
124.35 319.15	125.6	123.05 (CTAF)





LIRL Rwy 6-24

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-24	940-1 504 (600-1)		940-1½ 504 (600-1½)	NA
CIRCLING	960-1 524 (600-1)		960-1½ 524 (600-1½)	NA
WILMINGTON ALTIMETER SETTING MINIMUMS				
S-24	1020-1 584 (600-1)		1020-1½ 584 (600-1½)	NA
CIRCLING	1040-1 604 (700-1)		1040-1¾ 604 (700-1¾)	NA

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4300
227°	TDZE	733
	Apt Elev	730

RNAV (GPS) RWY 23

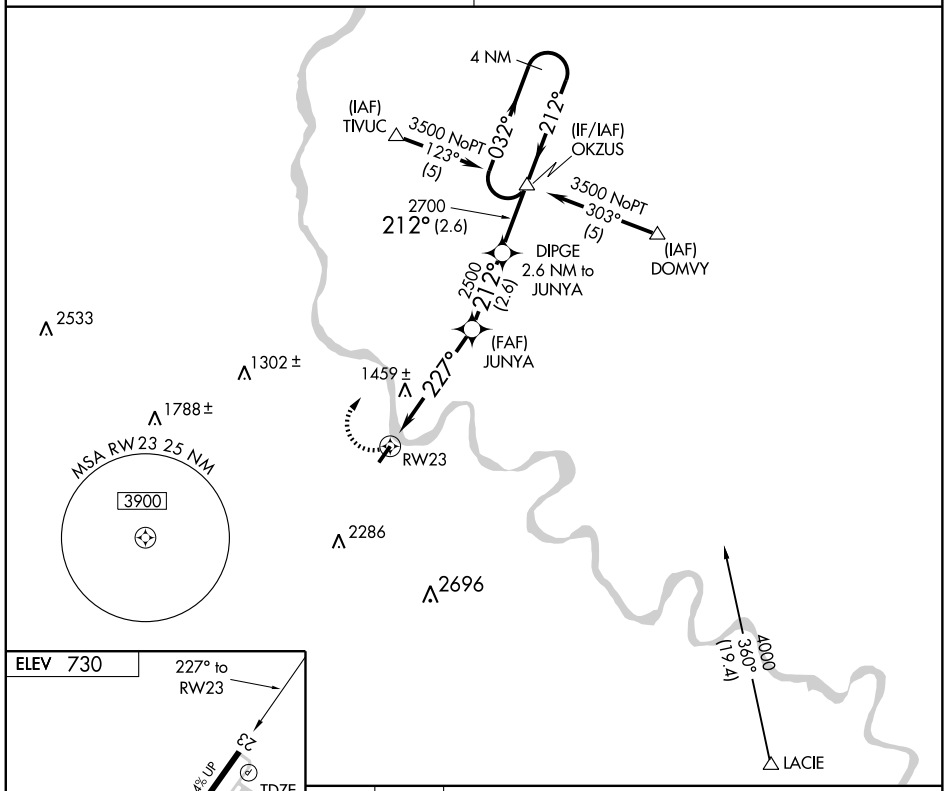
TOWANDA/ BRADFORD COUNTY (N27)

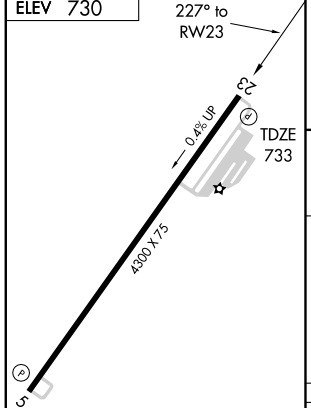
Use Tri-Cities, NY altimeter setting
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

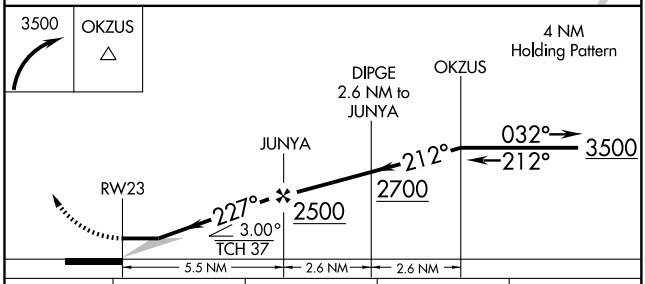
MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

BINGHAMTON APP CON
118.6 257.625

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 1067 (1100-1¼)	1800-1½ 1067 (1100-1½)	NA	
CIRCLING	2020-1¼ 1290 (1300-1¼)	2020-1½ 1290 (1300-1½)	NA	

REIL Rwys 5 and 23 L
HIRL Rwy 5-23 L

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	791

RNAV (GPS)-A

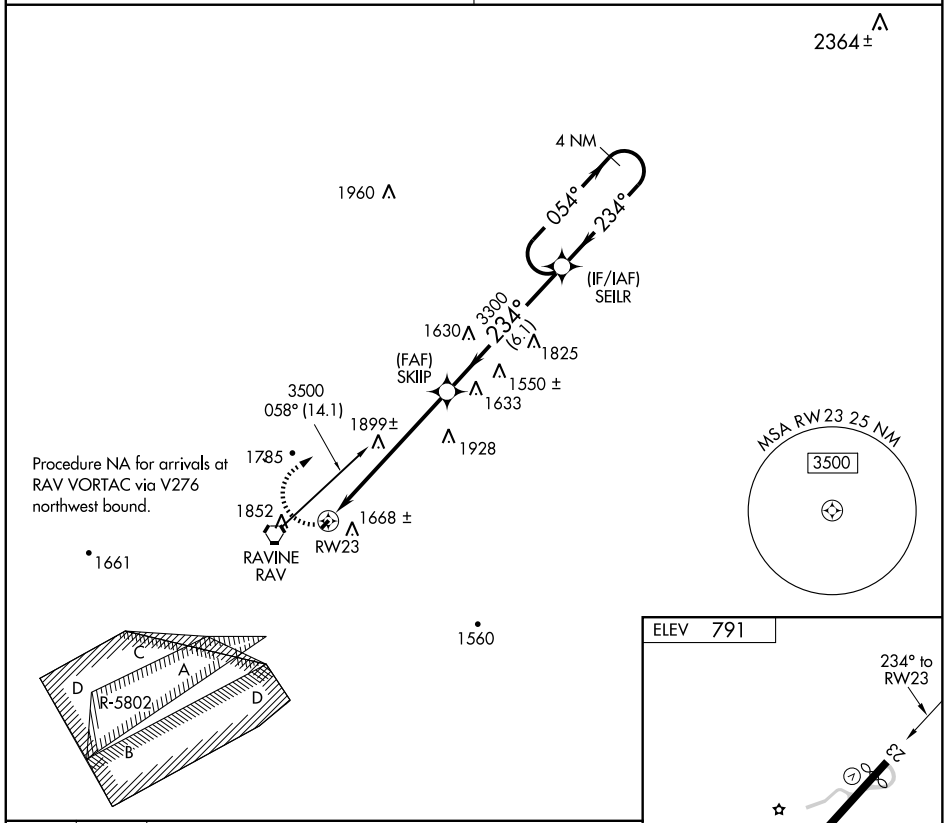
TOWER CITY/ BENDIGO (74N)

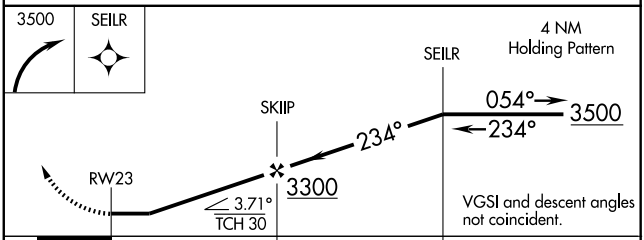
NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

HARRISBURG APP CON	CTAF
126.45 269.45	122.9 L

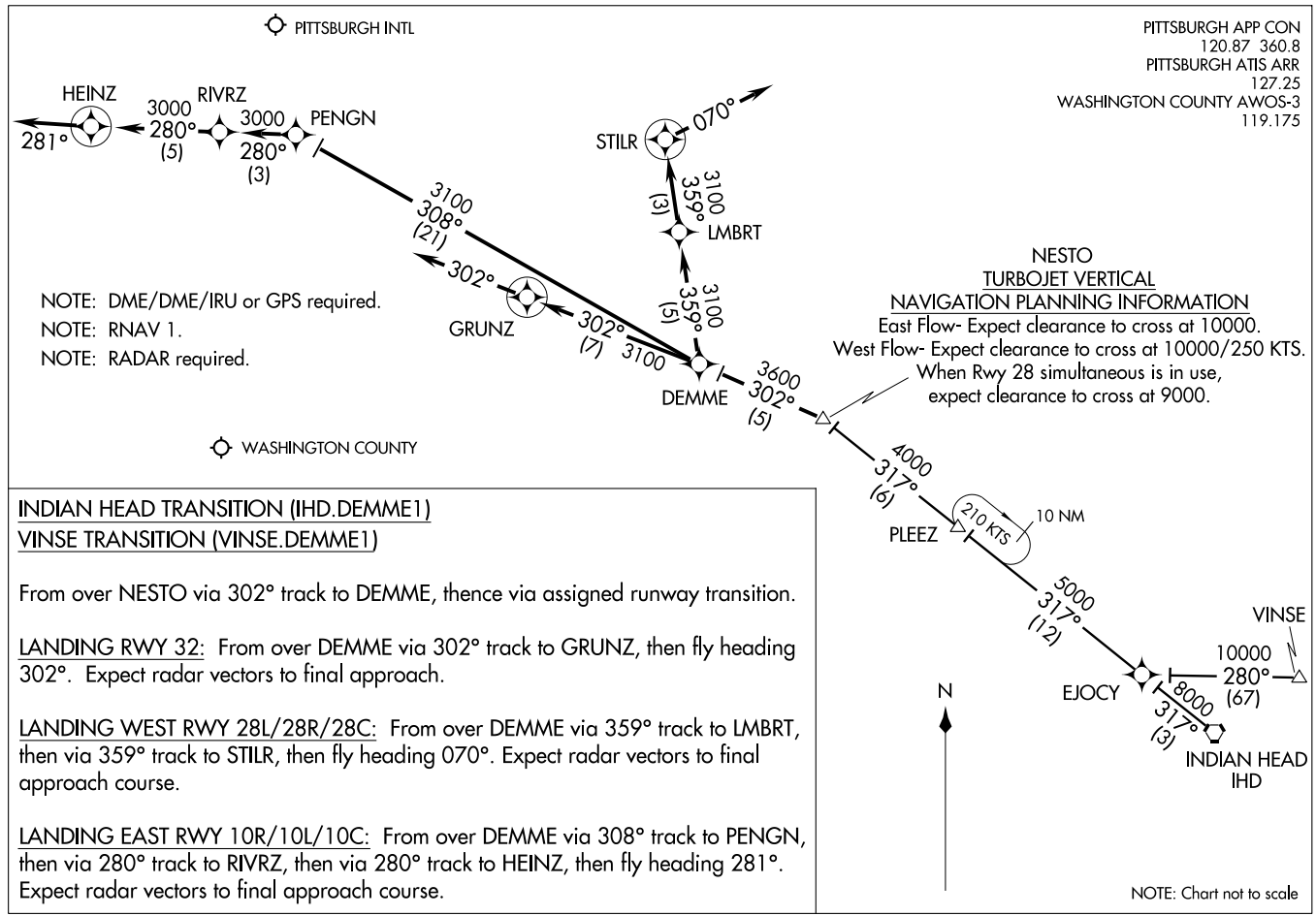




CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1669 (1700-1¼)	2460-1½ 1669 (1700-1½)	NA	

HIRL Rwy 5-23 L

NE-4, 03 JUN 2010 to 01 JUL 2010



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

(DEMME.DEMME1) 09351

DEMME ONE ARRIVAL (RNAV)

ST-570 (FAA)

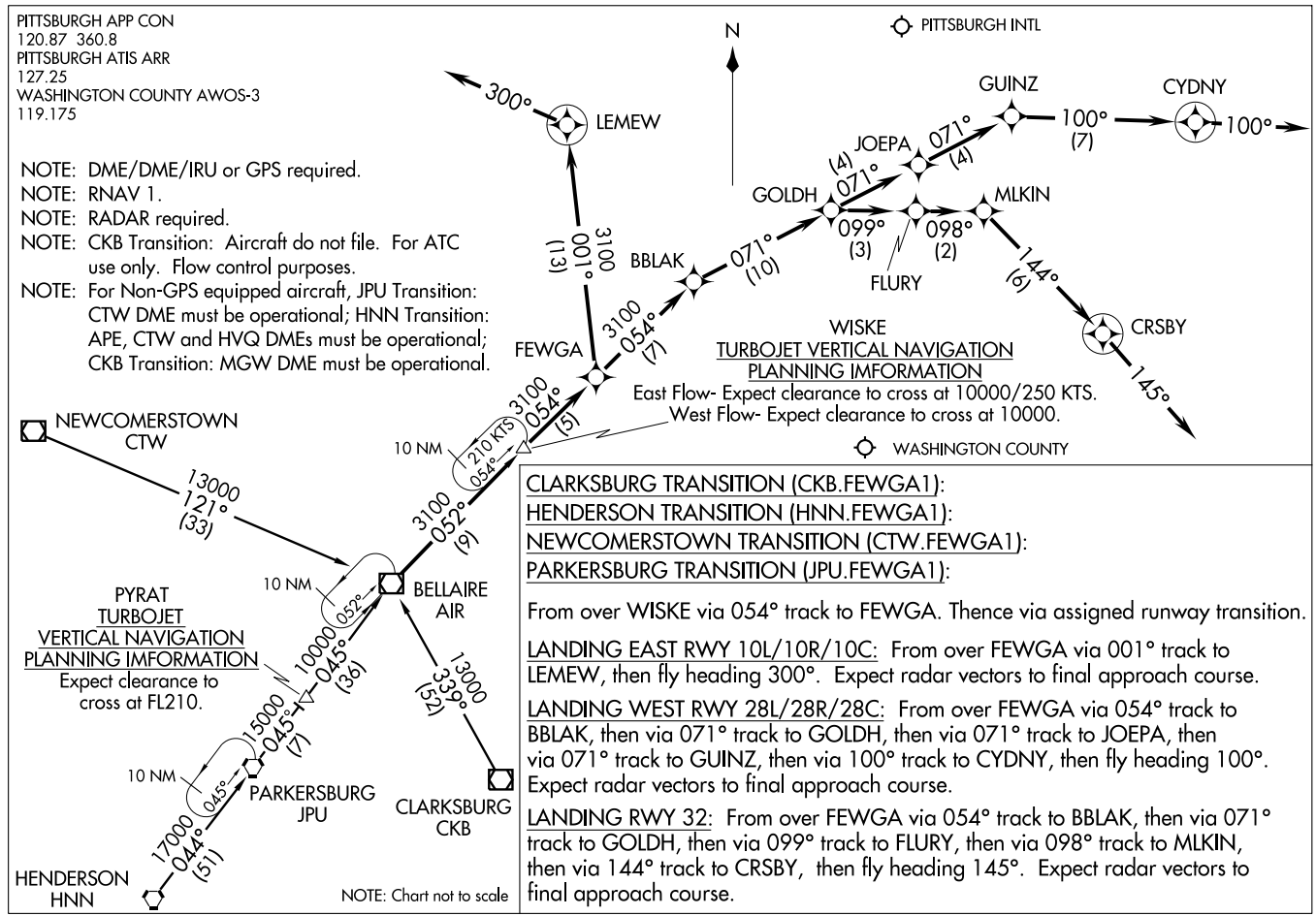
PITTSBURGH, PENNSYLVANIA

FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

LOC/DME I-AFJ	APP CRS	Rwy Idg	5000
110.3	273°	TDZE	1184
Chan 40		Apt Elev	1184

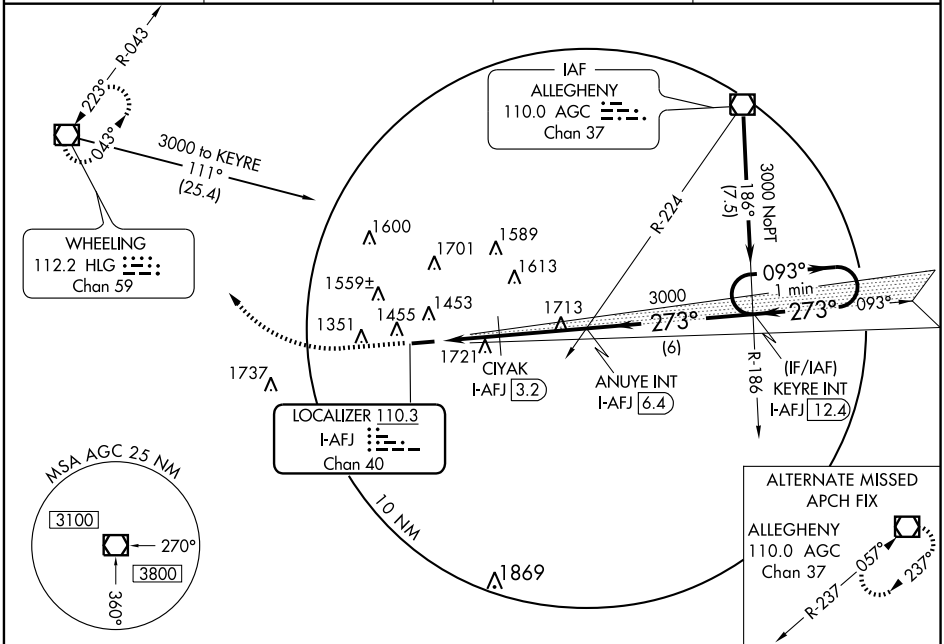
ILS or LOC RWY 27
WASHINGTON COUNTY (AFJ)

If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night. VDP NA when using Wheeling altimeter setting.

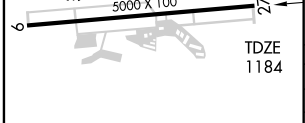
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L

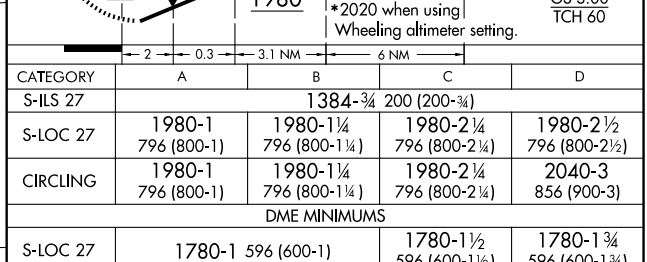


ELEV 1184



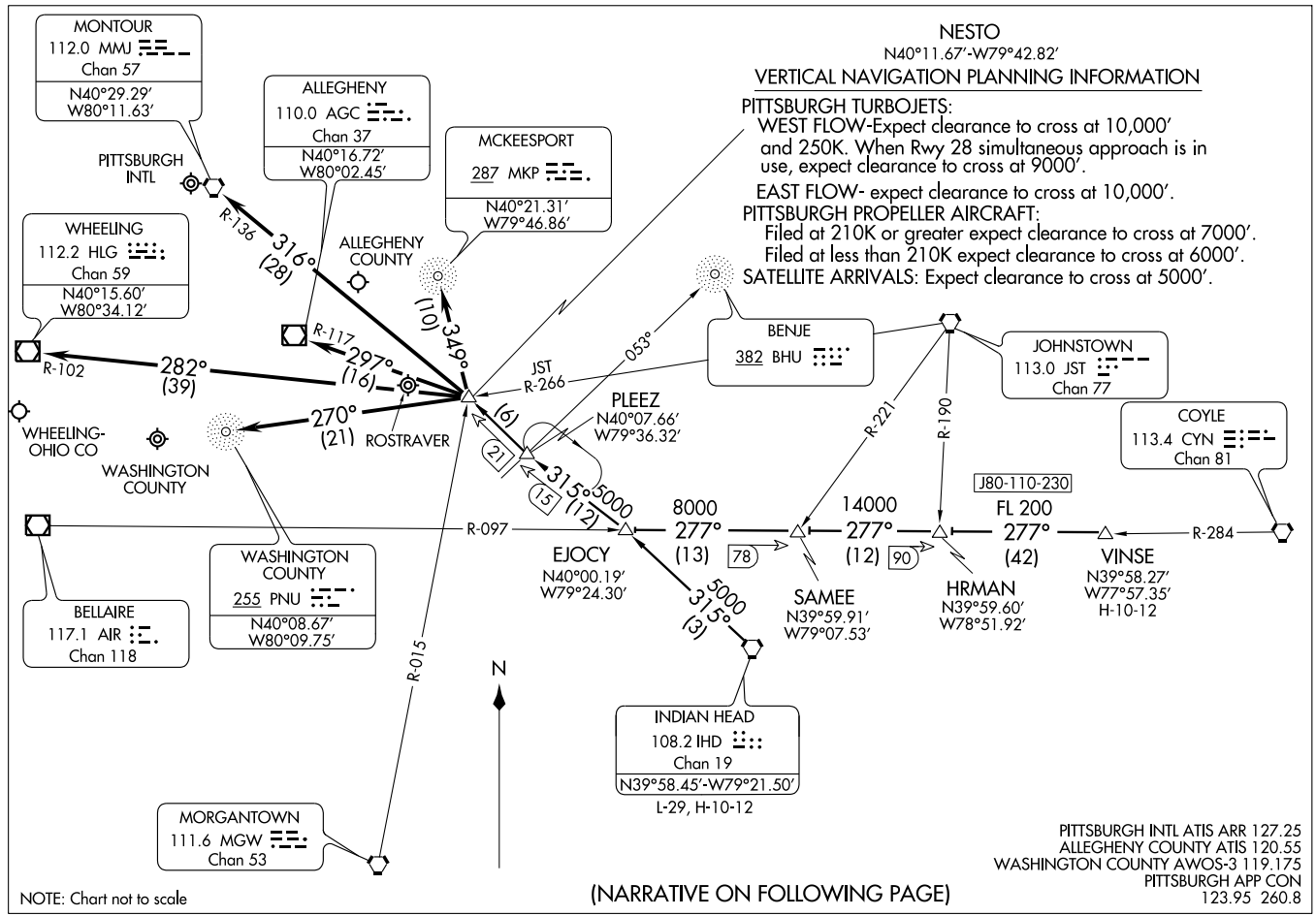
HIRL Rwy 9-27 L
REIL Rwy 27 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 27	1384-¾ 200 (200-¾)			
S-LOC 27	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	2040-3 856 (900-3)
DME MINIMUMS				
S-LOC 27	1780-1 596 (600-1)		1780-1½ 596 (600-1½)	1780-1¾ 596 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-3 856 (900-3)

NE-4, 03 JUN 2010 to 01 JUL 2010



NESTO TWO ARRIVAL (NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 03 JUN 2010 to 01 JUL 2010

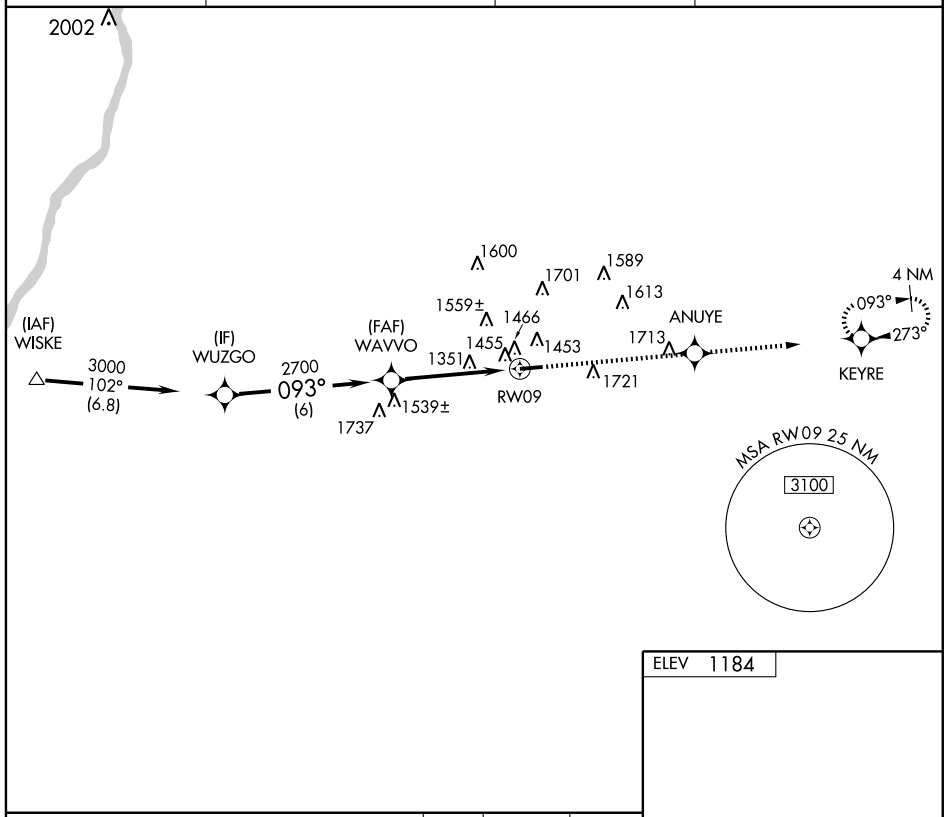
APP CRS	Rwy Idg	5000
093°	TDZE	1184
	Apt Elev	1184

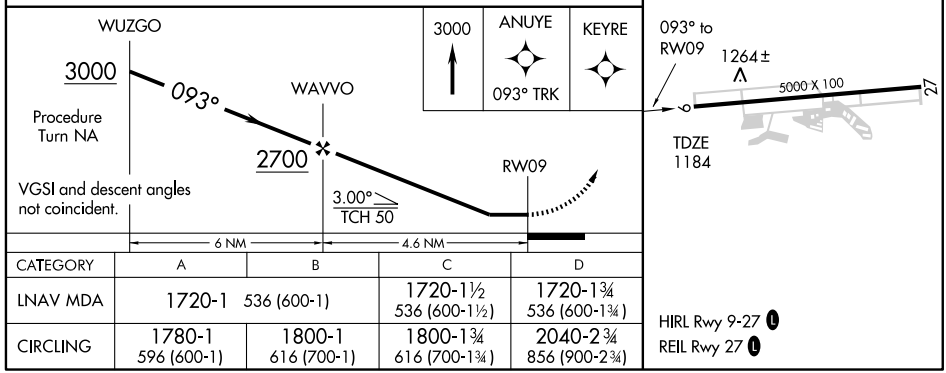
RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1720-1 536 (600-1)		1720-1½ 536 (600-1½)	1720-1¾ 536 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4. 03 JUN 2010 to 01 JUL 2010

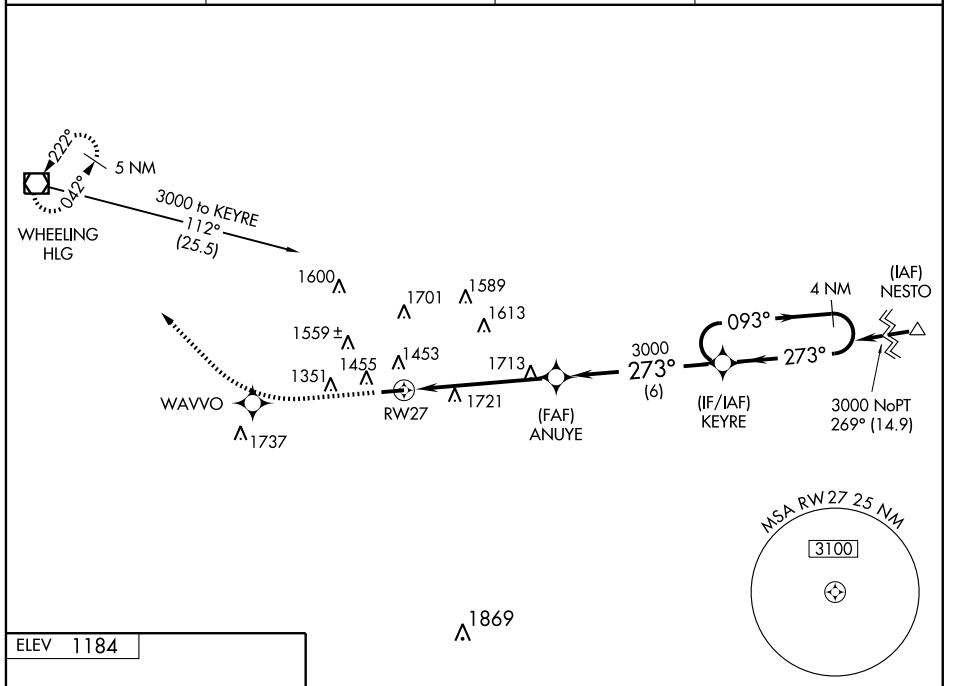
WAAS CH **90107** **W27A**	APP CRS **273°**	Rwy Idg **5000** TDZE **1184** Apt Elev **1184**

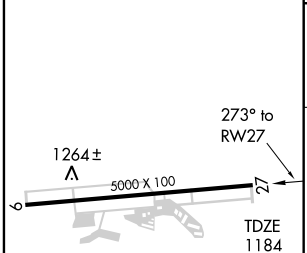
RNAV (GPS) RWY 27
WASHINGTON COUNTY (AFJ)

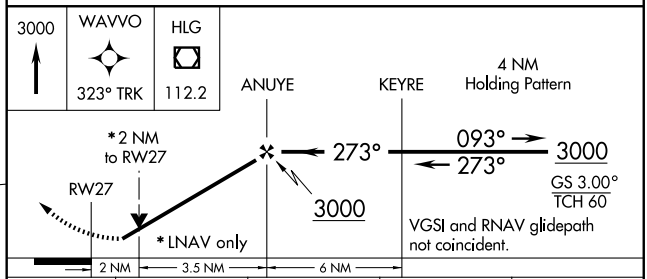
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	**119.35 285.575**	**127.3**	**122.8** (CTAF) L

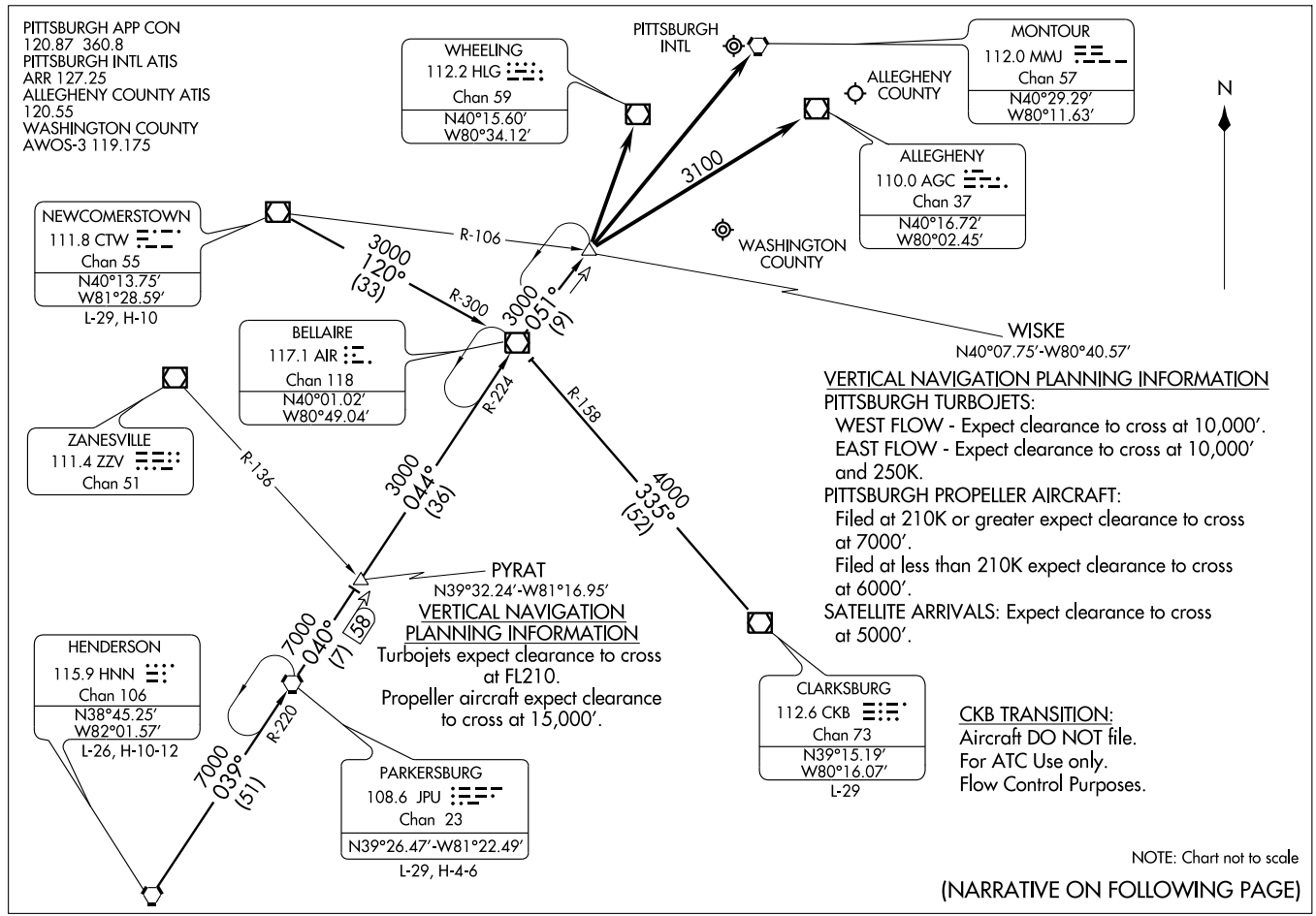






CATEGORY	A	B	C	D
LPV DA	1690-1¾ 506 (600-1¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1¾ 796 (800-1¾)		1980-2¼ 796 (800-2¼)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L


PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175
WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′
PITTSBURGH INTL
MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
ALLEGHENY COUNTY
ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
3100
N
NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10
R-106
3000
120°
(33)
R-300
3000
051°
(9)
WASHINGTON COUNTY
WISKE
N40°07.75′-W80°40.57′
BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′
ZANESVILLE
111.4 ZZV
Chan 51
R-136
R-224
R-158
3000
044°
(36)
4000
335°
(52)
PYRAT
N39°32.24′-W81°16.95′
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.
7000
040°
(7)
58
HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12
R-220
7000
039°
(51)
PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6
CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29
VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.
CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 45806 W09A	APP CRS 088°	Rwy Idg 3500 TDZE 1069 Apt Elev 1069

RNAV (GPS) RWY 9

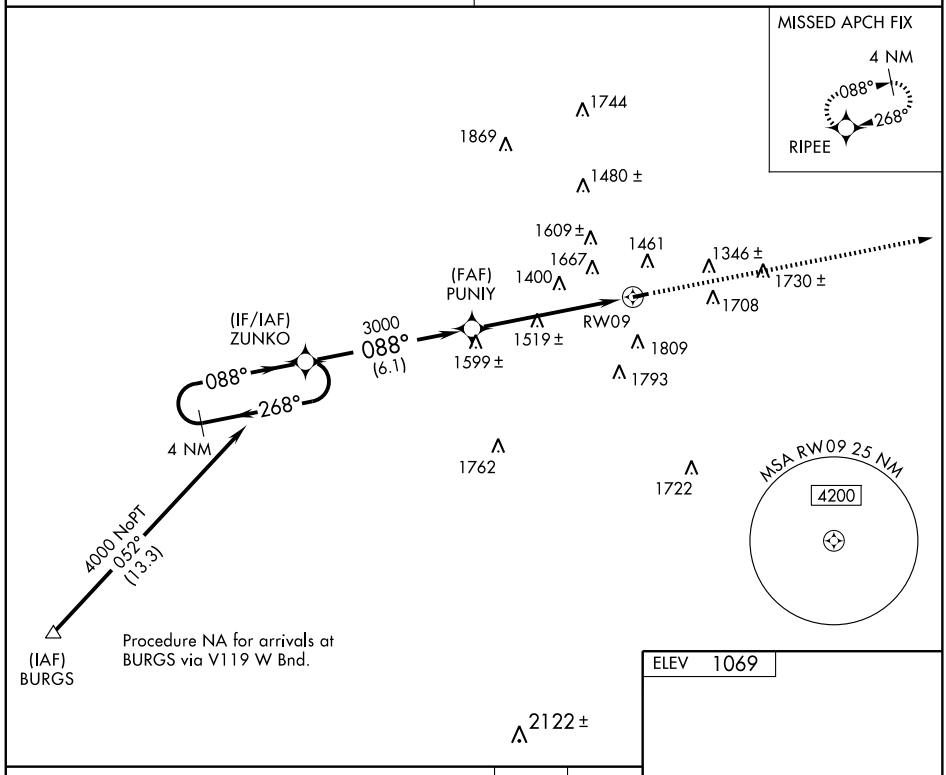
WAYNESBURG/ GREENE COUNTY (WAY)

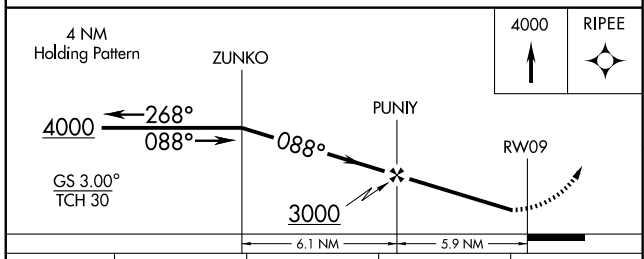
NA

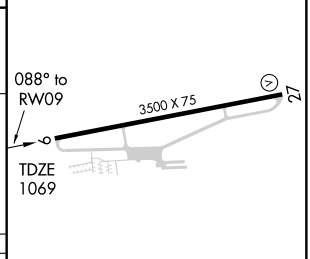
Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1492-1½ 423 (500-1½)			NA
LNAV MDA	1840-1 771 (800-1)	1840-1¼ 771 (800-1¼)	1840-2¼ 771 (800-2¼)	NA
CIRCLING	1880-1 811 (900-1)	2060-1½ 991 (1000-1½)	2060-3 991 (1000-3)	NA

MIRL Rwy 9-27

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3500
268°	TDZE	1069
	Apt Elev	1069

RNAV (GPS) RWY 27

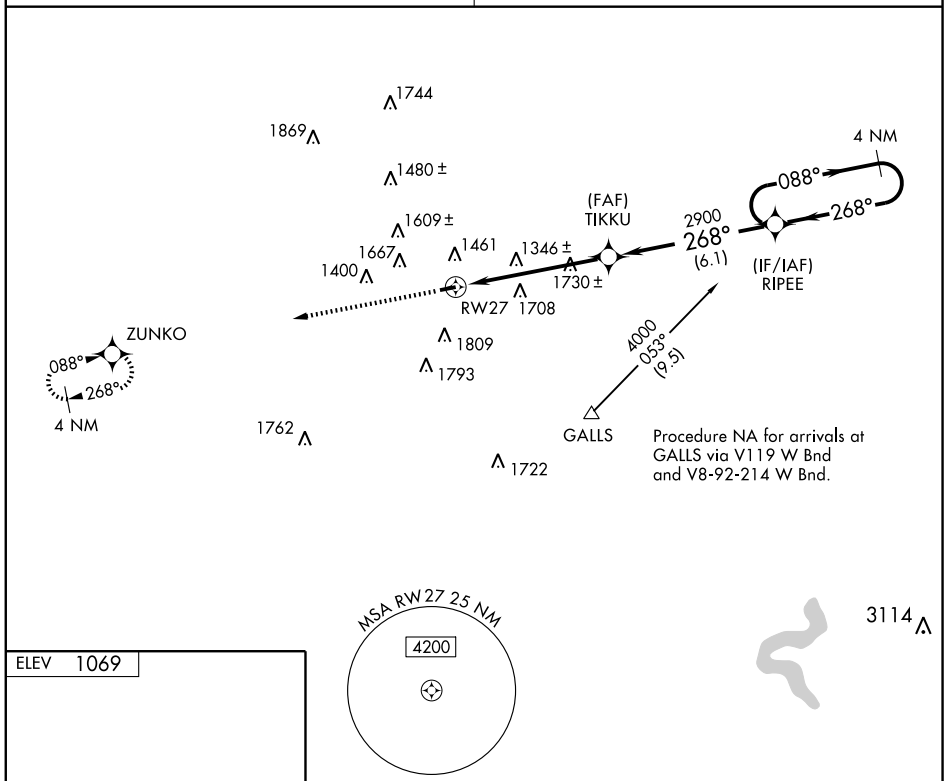
WAYNESBURG/ GREENE COUNTY (WAY)

Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

NA

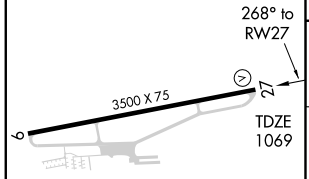
MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

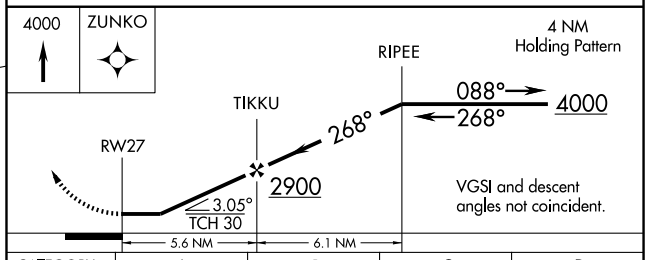
CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)



3114

ELEV 1069





CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA
CIRCLING	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA

MIRL Rwy 9-27

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS		
279°	Rwy Idg	3600
	TDZE	1899
	Apt Elev	1899

GPS RWY 28
WELLSBORO JOHNSTON (N38)

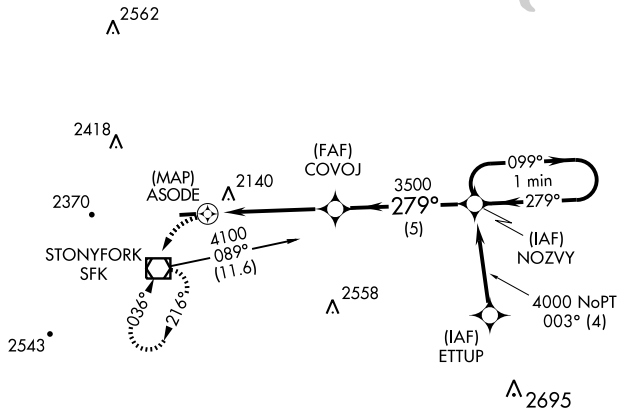
NA

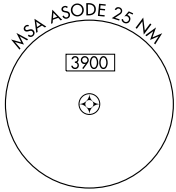
Use Elmira, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold.

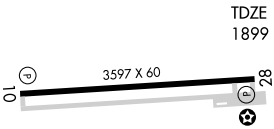
ELMIRA APP CON ★
119.45 257.8

UNICOM
122.8 (CTAF) L

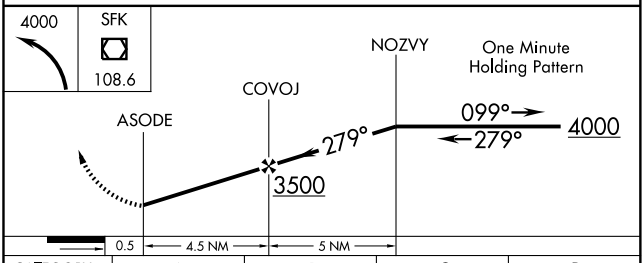




ELEV 1899



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



CATEGORY	A	B	C	D
S-28	2680-1 781 (800-1)	2680-1¼ 781 (800-1¼)	2680-2¼ 781 (800-2¼)	NA
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

NE-4. 03 JUN 2010 to 01 JUL 2010

VOR/DME SFK 108.6 Chan 23	APP CRS 036°	Rwy Idg N/A TDZE N/A Apt Elev 1899

VOR or GPS-A

WELLSBORO JOHNSTON (N38)

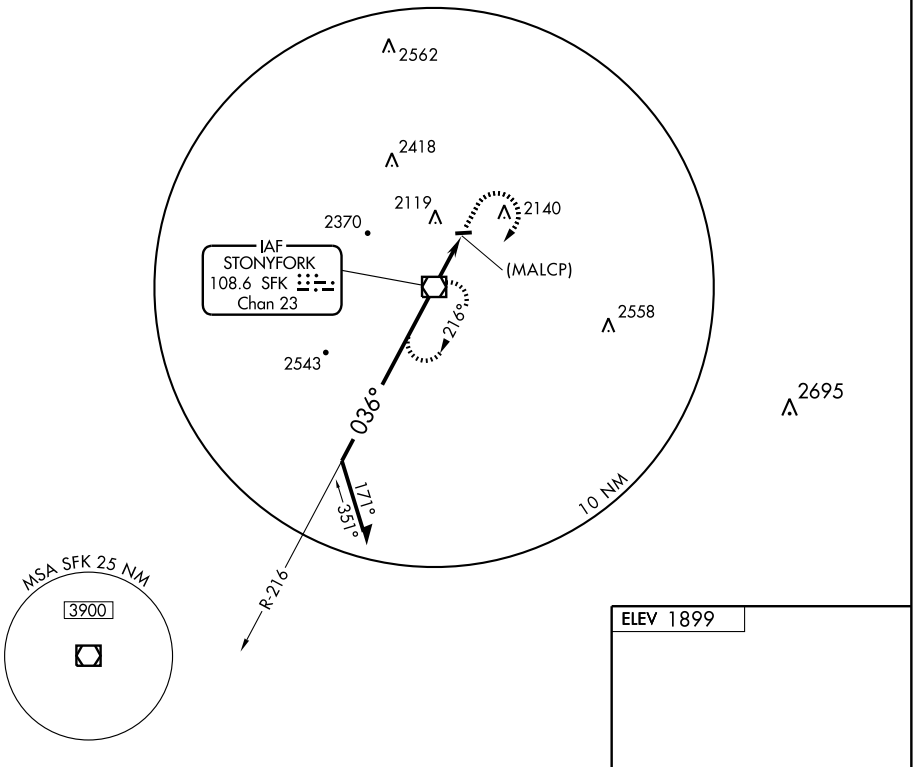
NA

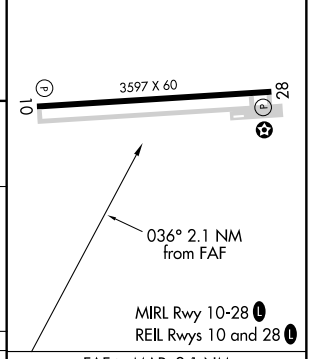
Use Elmira, NY altimeter setting.

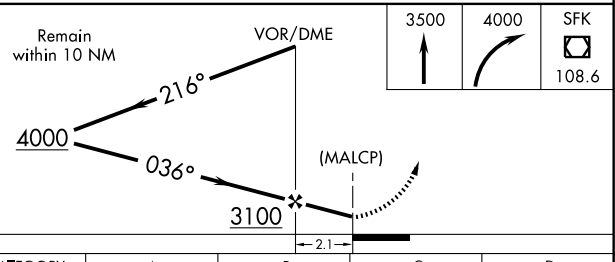
MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★ **119.45 257.8**

UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3222
088°	TDZE	466
	Apt Elev	466

RNAV (GPS) RWY 9

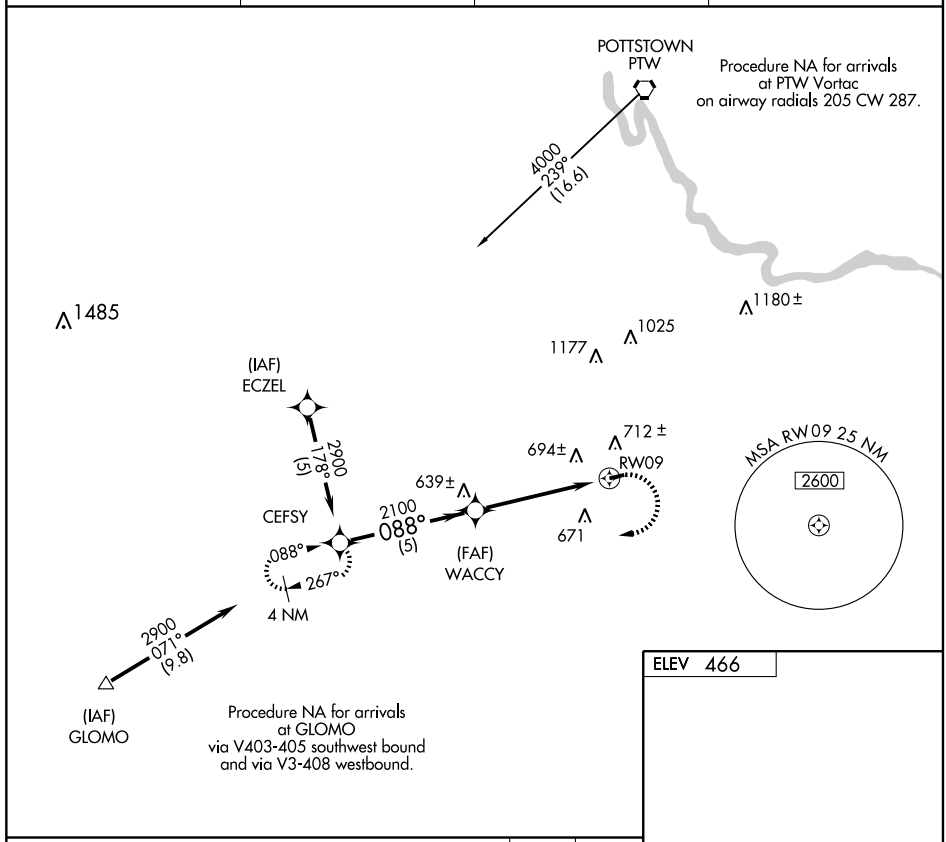
WEST CHESTER/BRANDYWINE (OQN)

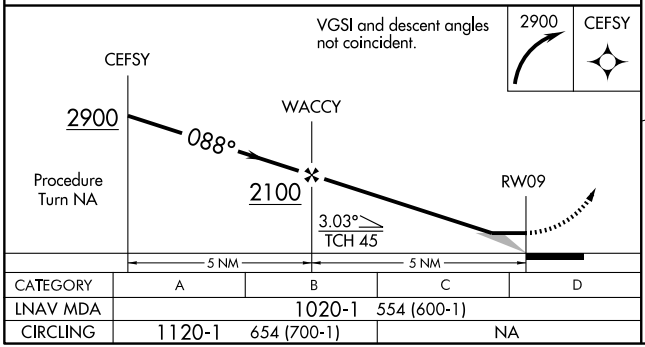
Use Coatesville/Chester County G.O. Carlson altimeter setting.
DME/DME RNP-0.3 NA.

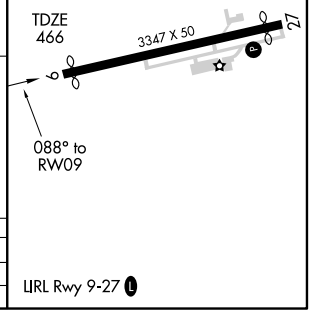
NA

MISSED APPROACH: Climbing right turn to 2900 direct CEFSY WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 554 (600-1)			
CIRCLING	1120-1 654 (700-1)		NA	

LIRL Rwy 9-27 L

NE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS		
269°	Rwy Idg	3097
	TDZE	466
	Apt Elev	466

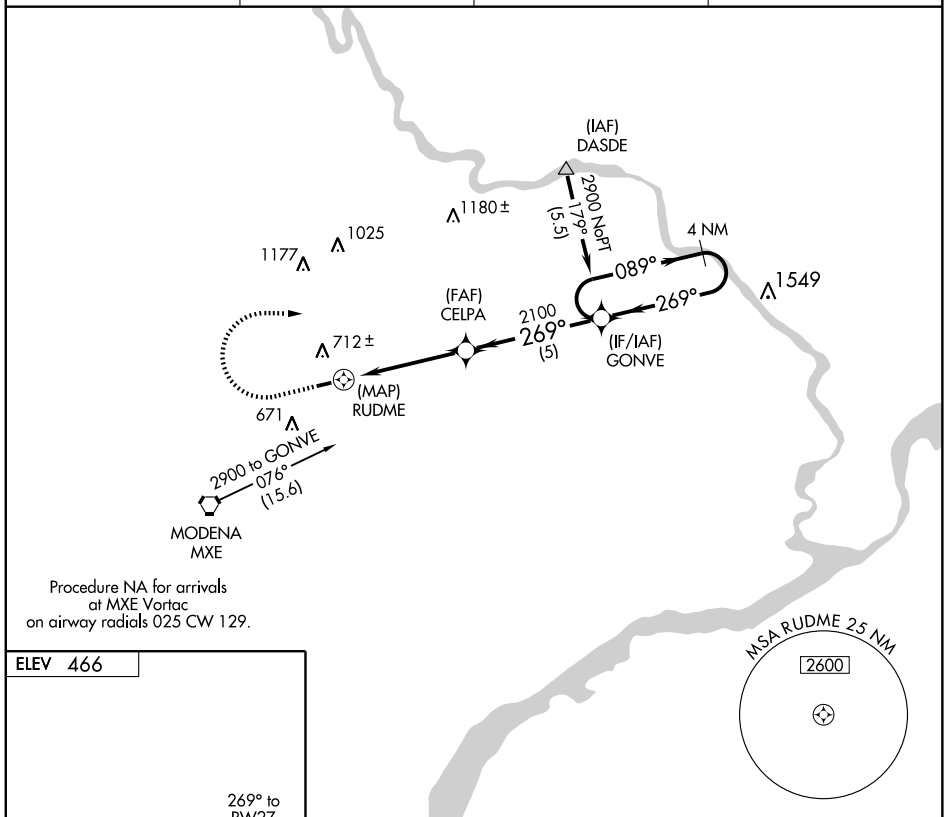
RNAV (GPS) RWY27

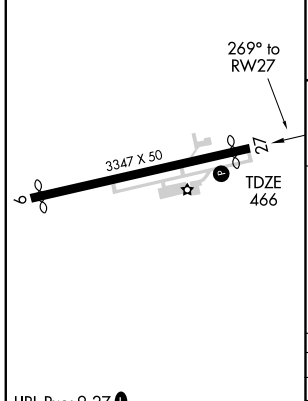
WEST CHESTER/BRANDYWINE (OQN)

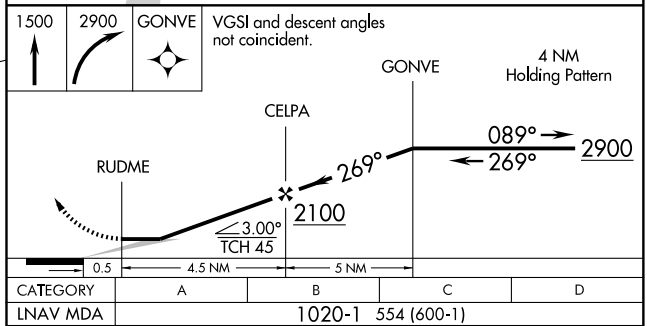
Use Coatesville/Chester County G.O. Carlson altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 554 (600-1)			
CIRCLING	1120-1 654 (700-1)		NA	

NE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MXE 113.2 Chan 79	APP CRS 052°	Rwy Idg N/A TDZE N/A Apt Elev 466

VOR-A

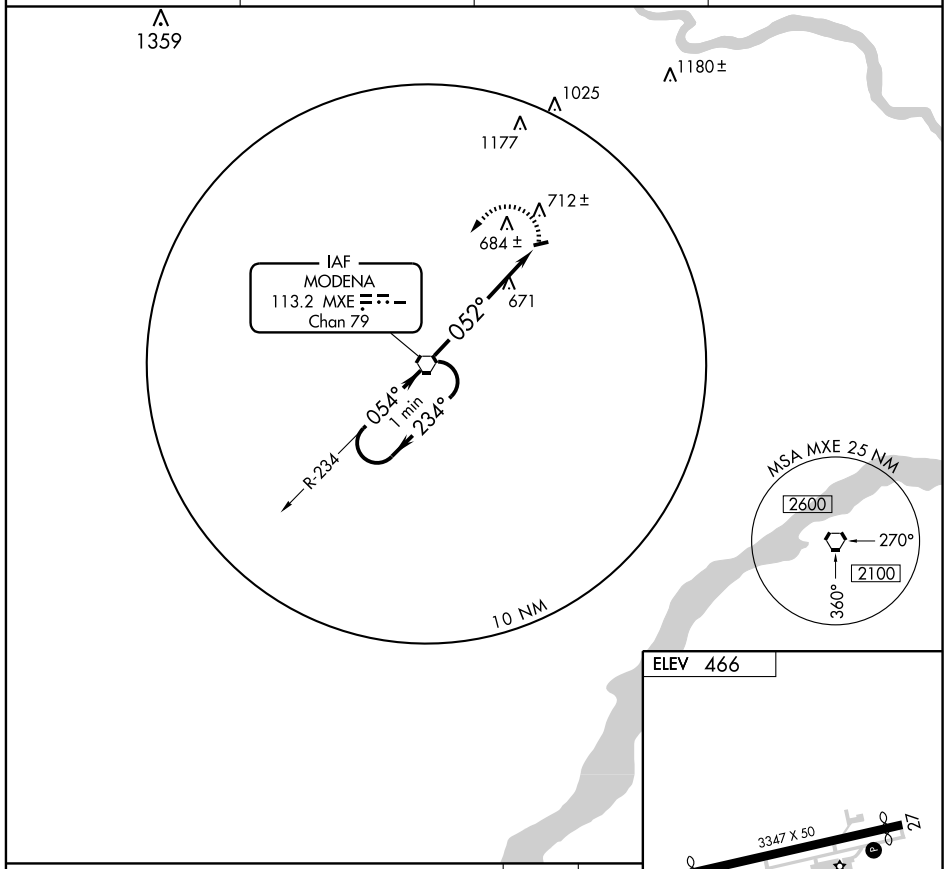
WEST CHESTER/ BRANDYWINE (OQN)

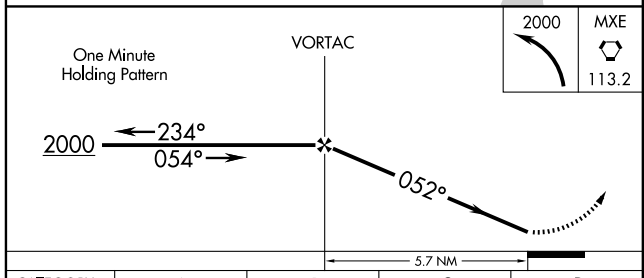
Use Coatesville/Chester County G.O. Carlson altimeter setting.

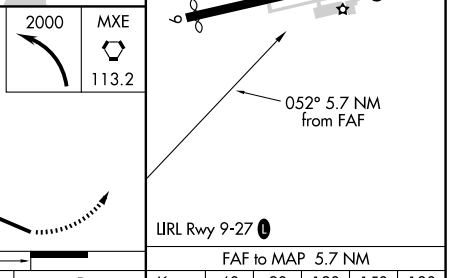
NA

MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







ELEV 466

LIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1120-1	654 (700-1)	NA	

FAF to MAP 5.7 NM

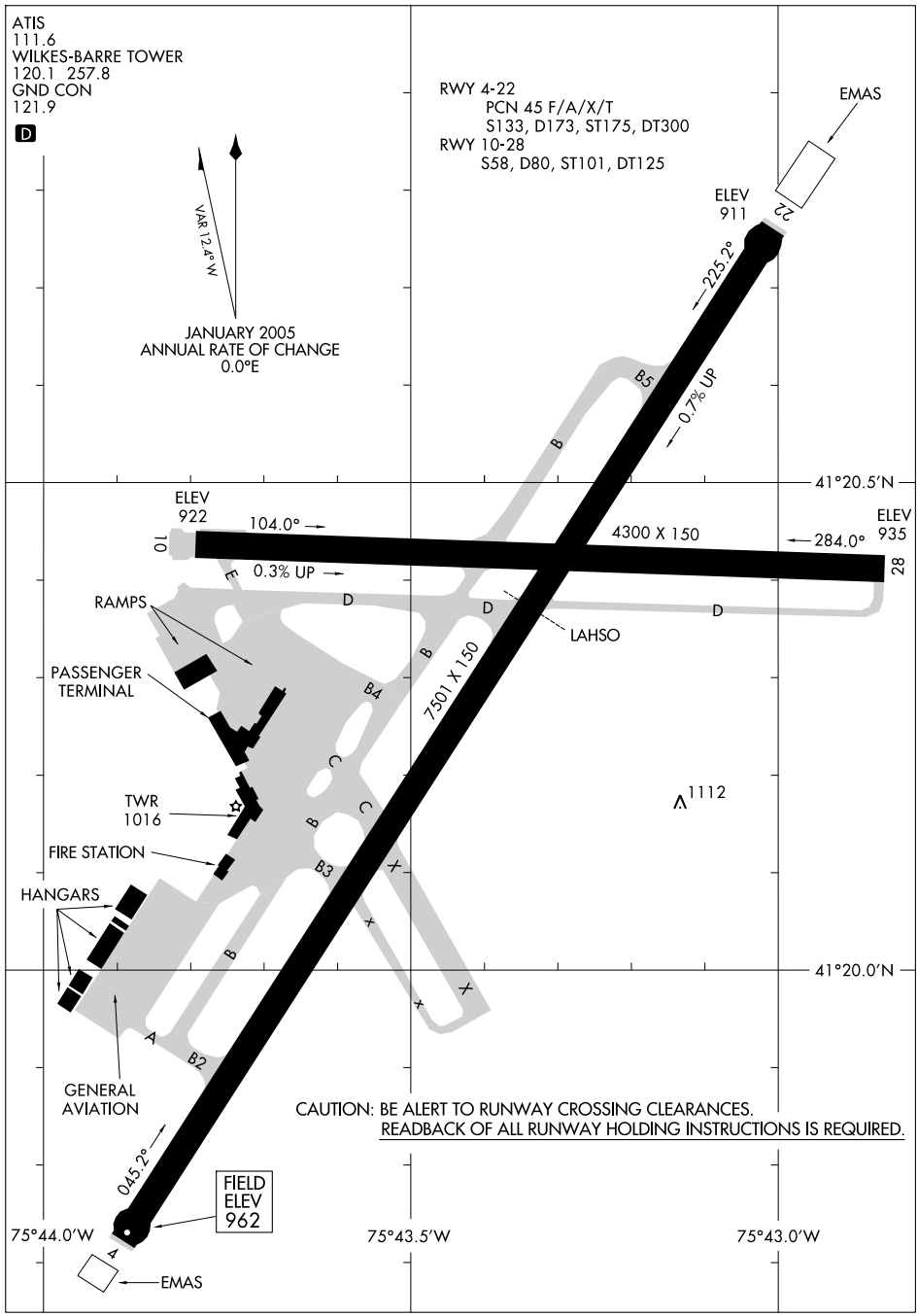
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-4. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA



NE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-AVP	APP CRS	Rwy Idg	7501
109.9	045°	TDZE	962
Chan 36		Apt Elev	962

ILS or LOC/DME RWY 4

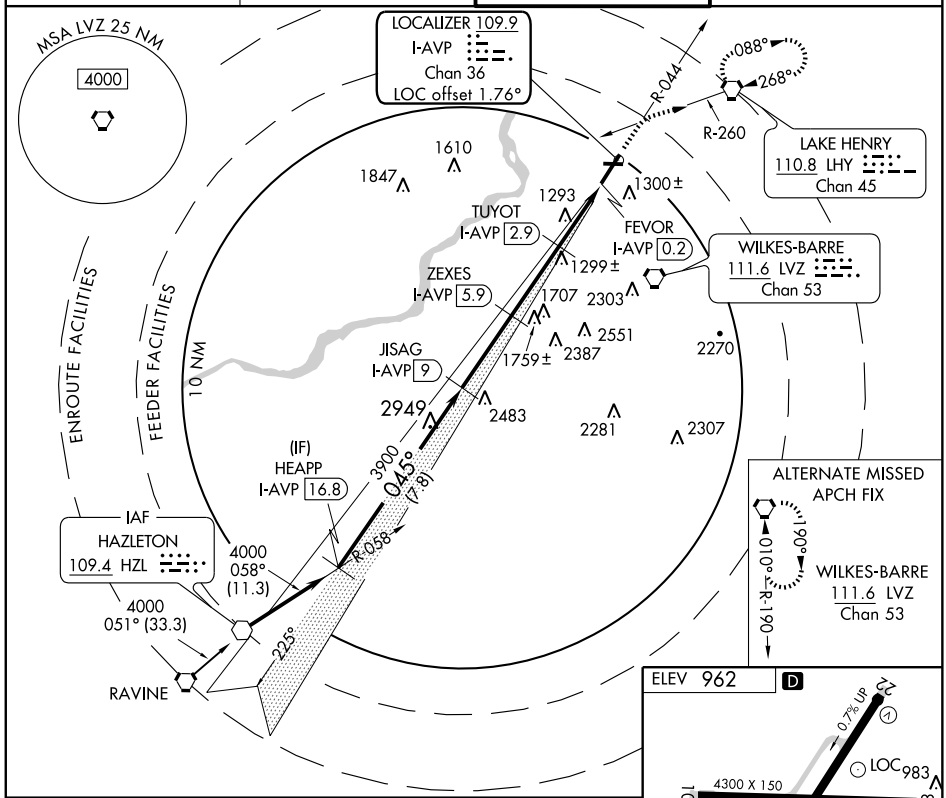
WILKES-BARRE/SCRANTON INTL (AVP)

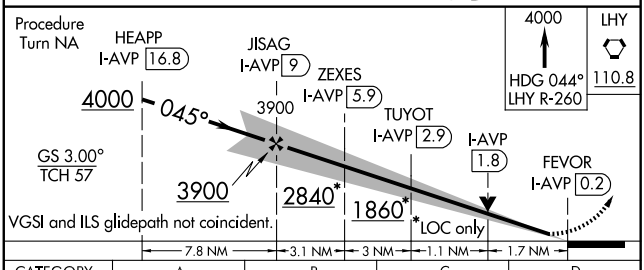
If local altimeter setting not received procedure NA.

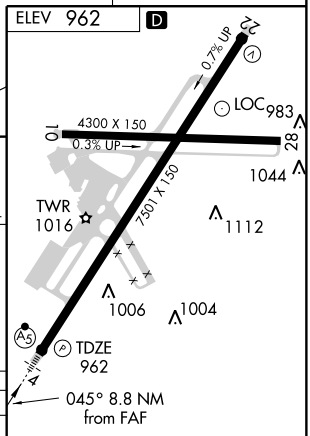
MALSR

MISSED APPROACH: Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 4	1212/24		250 (300-½)	
S-LOC 4	1540/24	578 (600-½)	1540/50 578 (600-1)	1540/60 578 (600-1¼)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

NE-4. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IZK	APP CRS	Rwy Idg 7501
109.9	225°	TDZE 933
Chan 36		Apt Elev 962

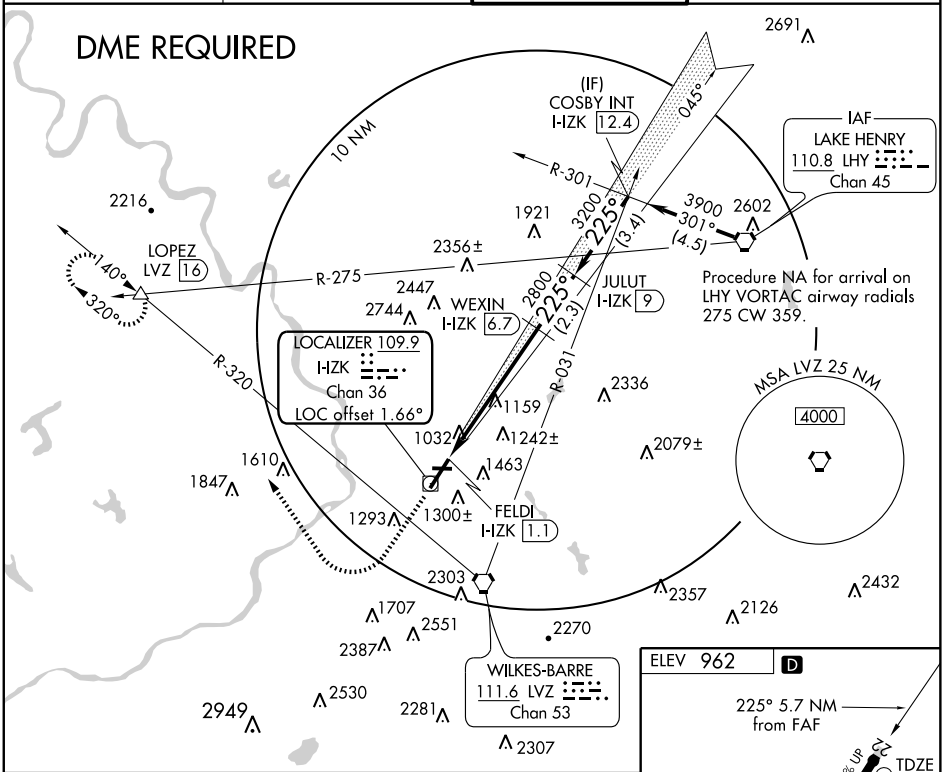
ILS or LOC/DME RWY 22

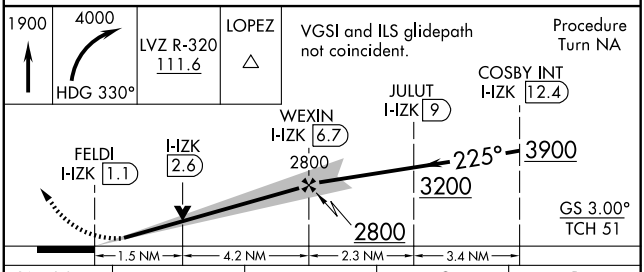
WILKES-BARRE/SCRANTON INTL (AVP)

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.

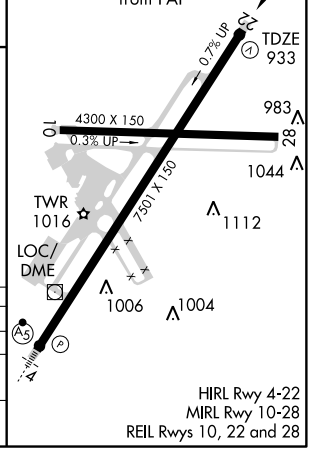
ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9

DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 22	1183-1		250 (300-1)	
S-LOC 22	1420-1	487 (500-1)	1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)



NE-4. 03 JUN 2010 to 01 JUL 2010

LOM AV	APP CRS	Rwy Idg	N/A
257	044°	TDZE	N/A
		Apt Elev	962

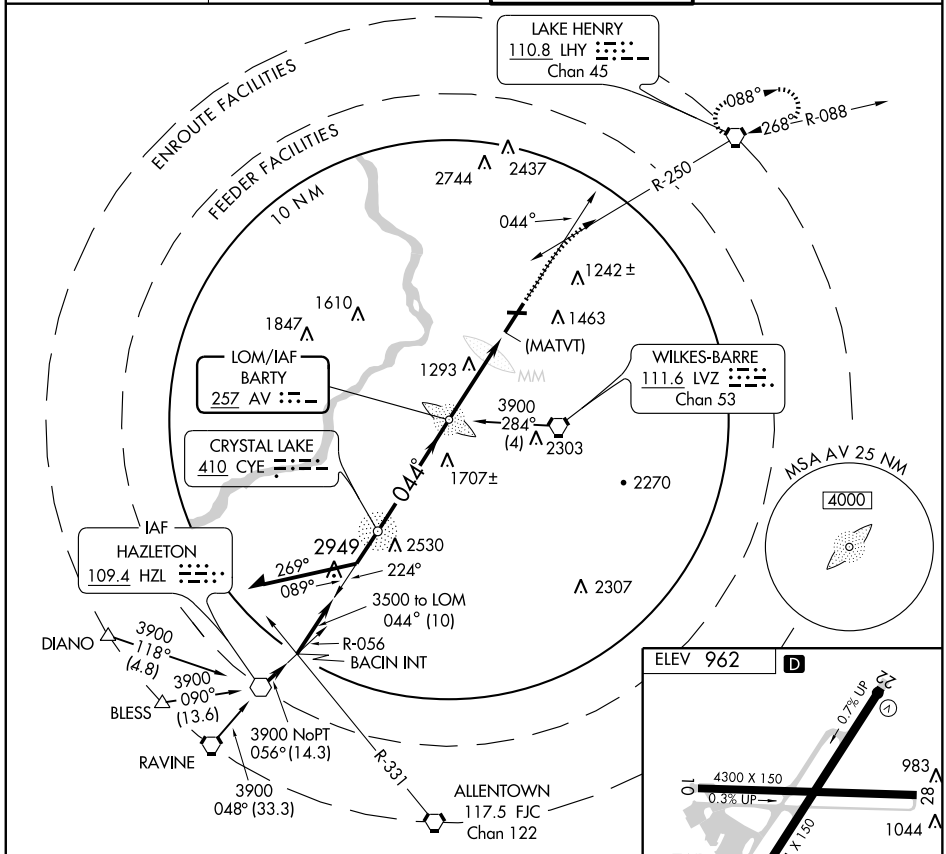
NDB or GPS-A

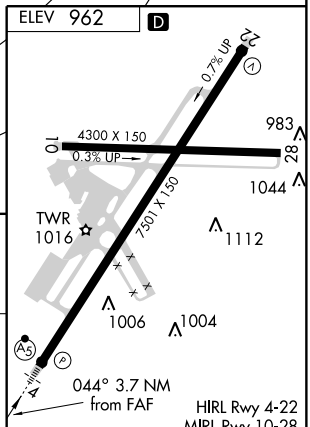
WILKES-BARRE/SCRANTON INTL (AVP)

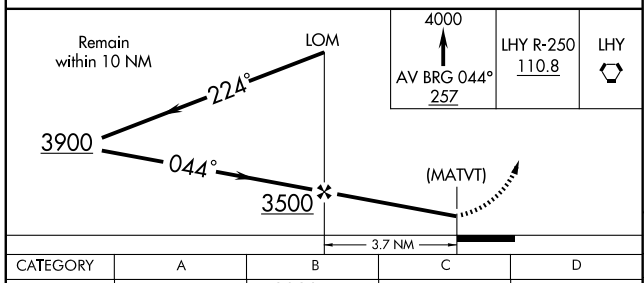
Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9







CATEGORY	A	B	C	D
CIRCLING	2020-1¼ 1058 (1100-1¼)	2020-1½ 1058 (1100-1½)	2020-3 1058 (1100-3)	2280-3 1318 (1400-3)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7501
CH 62813	044°	TDZE	962
W04A		Apt Elev	962

RNAV (GPS) RWY 4

WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9

MSA RW 04 25 NM
4000

SWANK
4000
151°
(10.9)

Procedure NA for arrivals at SWANK via V188-226 Westbound.

(IAF)
WAGIN
3900
134°
(5)

3900
044°
(6.2)

(FAF)
HAZNN

(IF)
ROXXE
3900
314°
(5)

(IAF)
VOKYO
4000
303°
(6.4)

WHITT

4000
057°
(14)

DIANO

Procedure NA for arrivals at DIANO via V106 Southwest bound and V499 Southbound.

4000
024°
(5.8)

GIDEC

Procedure NA for arrivals at GIDEC via V93 Southbound.

PISTE
3.4 NM
to RW04

EVETT
073°

RW04

MISSED APCH FIX
4 NM
072°
252°
LAKE HENRY
LHY

2744 2447 2336 1242± 1610 1847 1463 2079± 1293 1300± 2303 2357 1707 2126 2551 2270 2387 2949 2530 2281 2307

Procedure Turn NA

4000	EVETT	TRK 073°	LHY

ROXXE
3900
044°
3900
HAZNN
044°
PISTE
3.4 NM
to RW04
*1.9 NM
to RW04
*2100
*LNAV only.
RW04
GS 3.00°
TCH 53
6.2 NM
5.4 NM
1.5 NM
1.9 NM

CATEGORY	A	B	C	D
LPV DA	1212/24		250 (300-½)	
LNAV MDA	1620/24	658 (700-½)	1620/60 658 (700-1¼)	1620-1½ 658 (700-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

ELEV 962 D

0.7% UP
4300 X 150
0.3% UP
7501 X 150
TDZE
962
044° to RW04
TWR
1016
983
1044
1112
1006
1004

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

NE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 69213 W22A	APP CRS 224°	Rwy Idg 7501 / TDZE 933 / Apt Elev 962

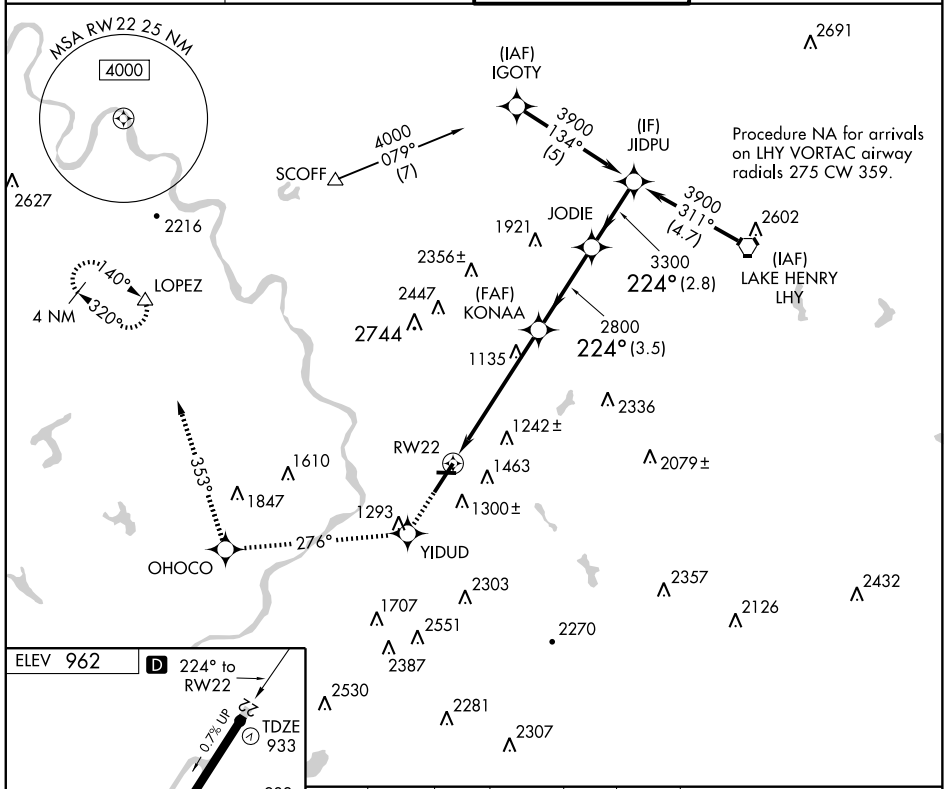
RNAV (GPS) RWY 22

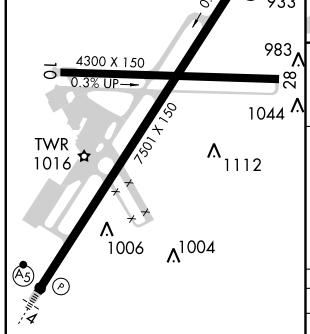
WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.

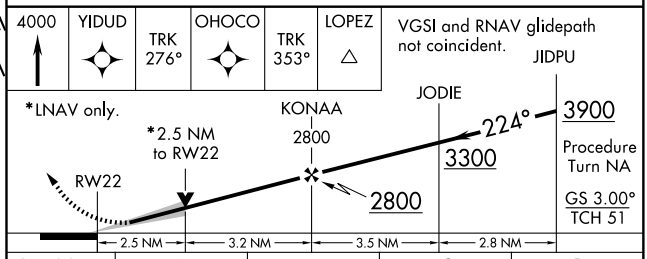
MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9





HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28



CATEGORY	A	B	C	D
LPV DA	1275-1¼ 342 (400-1¼)			
LNAV MDA	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 03 JUN 2010 to 01 JUL 2010

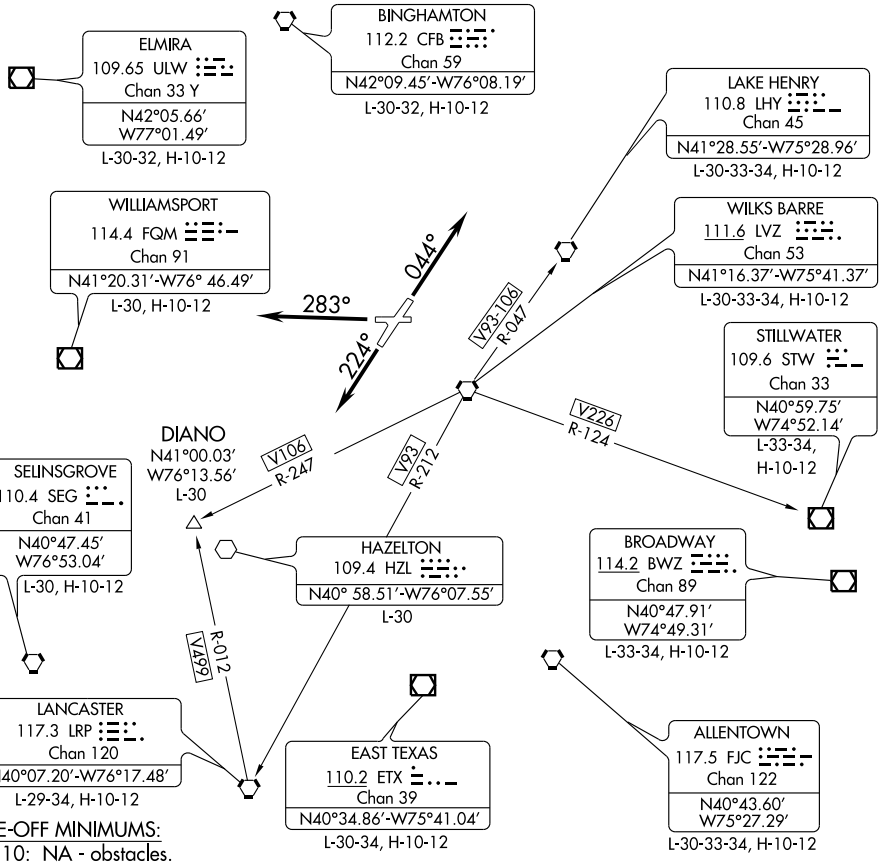
SCRANTON FOUR DEPARTURE

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

NOTE: Chart not to scale.

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852′ from DER, 1646′ left of centerline, 73′ AGL/1064′ MSL.
Tree 1.2 NM from DER, 172′ right of centerline, 100′ AGL/1119′ MSL.
Rwy 22: Tree 1.4 NM from DER, 2577′ left of centerline, 100′ AGL/1279′ MSL.
Tower 1.8 NM from DER, 2177′ right of centerline, 352′ AGL/1293′ MSL.



TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.
Rwy 4: STANDARD with minimum climb of 221′ per NM to 2700′, ATC climb of 400′ per NM to 2700′.
Rwy 22: STANDARD with minimum climb of 283′ per NM to 3600′.
Rwy 28: STANDARD with minimum climb of 263′ per NM to 2100′.

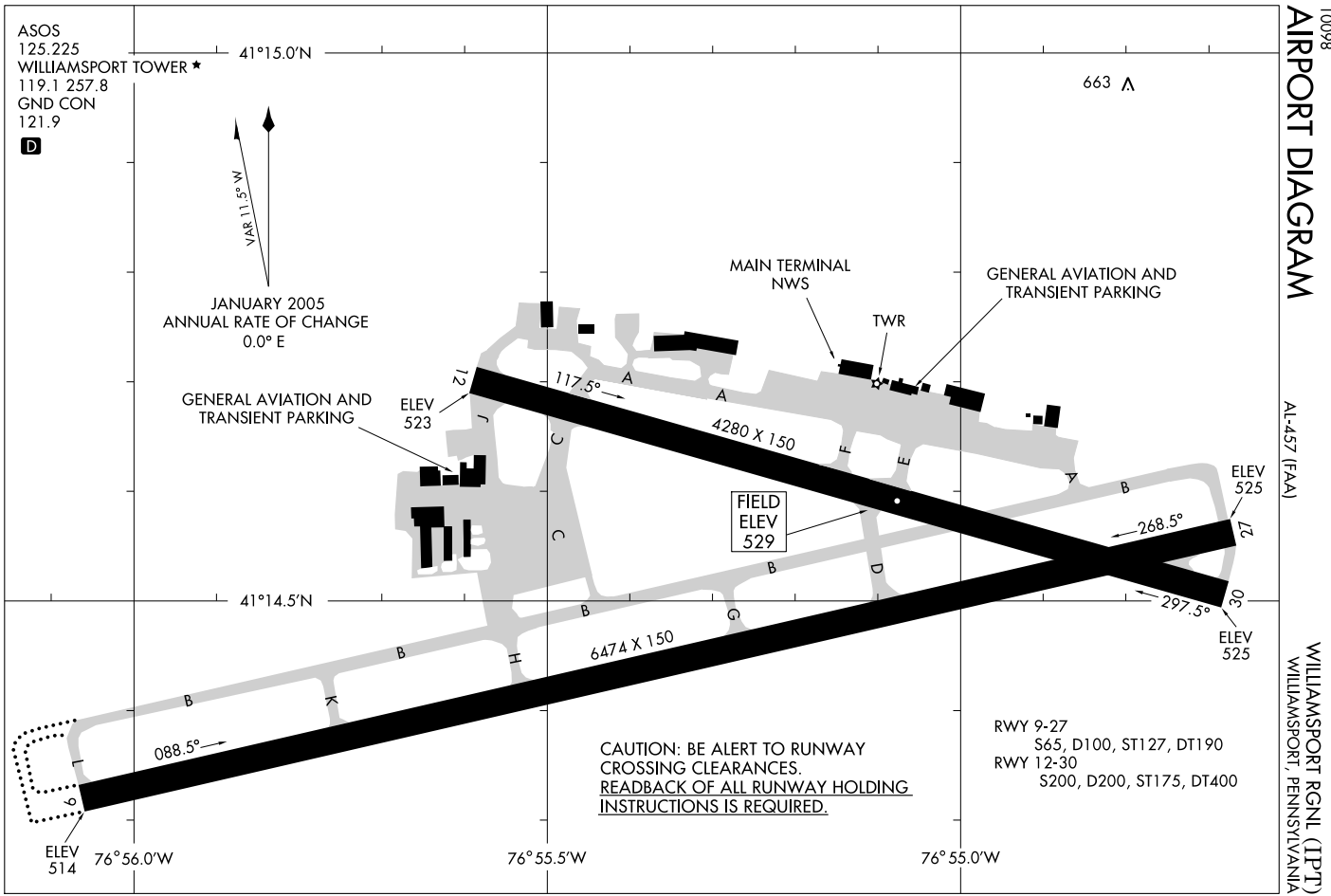
NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000′. Thence. . . .

. . . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

NE-4, 03 JUN 2010 to 01 JUL 2010


ASOS
125.225
WILLIAMSPORT TOWER ★
119.1 257.8
GND CON
121.9
D
41°15.0'N
663
VAR 11.5° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E
MAIN TERMINAL
NWS
TWR
GENERAL AVIATION AND
TRANSIENT PARKING
GENERAL AVIATION AND
TRANSIENT PARKING
ELEV
523
12
117.5°
4280 X 150
ELEV
525
FIELD
ELEV
529
268.5°
27
41°14.5'N
297.5°
30
ELEV
525
6474 X 150
088.5°
9
ELEV
514
76°56.0'W
76°55.5'W
76°55.0'W
CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.
RWY 9-27
S65, D100, ST127, DT190
RWY 12-30
S200, D200, ST175, DT400
AIRPORT DIAGRAM
AL-457 (FAA)
WILLIAMSPORT RGNL (IPT)
WILLIAMSPORT, PENNSYLVANIA
10098

LOC I-IPT	APP CRS	Rwy Idg	6474
110.1	266°	TDZE	527
		Apt Elev	529

ILS or LOC RWY 27

WILLIAMSPORT RGNL (IPT)

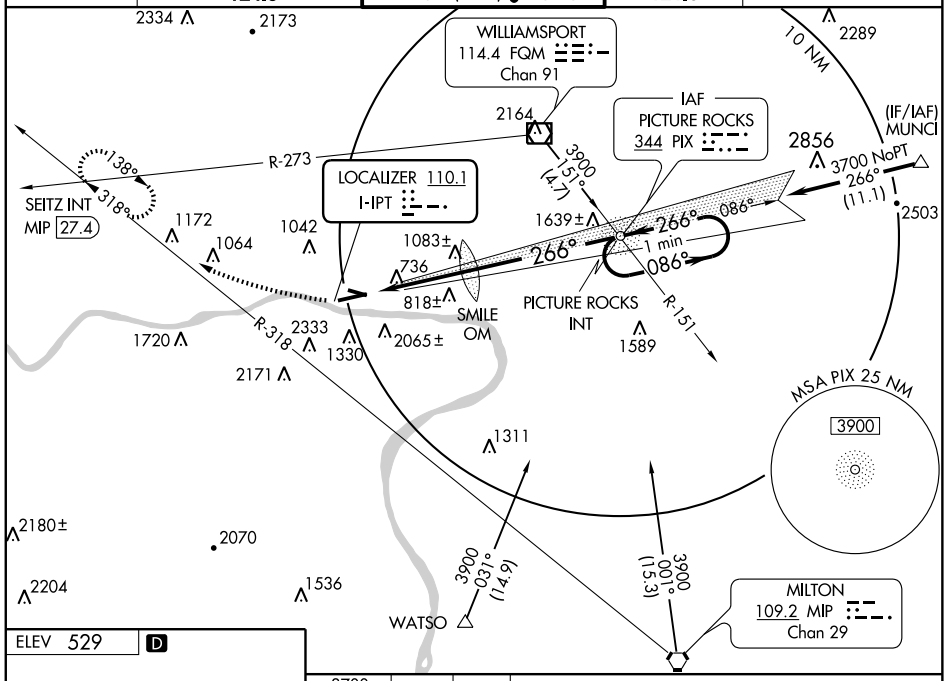
Circling to Rwy 12 NA at night. Circling NA South of Rwy 9-27. Visibility reduction by helicopters NA. Inoperative table does not apply to S-LOC 27 Cats A and B. For inoperative MALSR,increase S-ILS 27 visibility to 1¾. SMILE OM Minimums: For inoperative MALSR, increase S-LOC 27 Cat B visiblity to 1¼. Inoperative table does not apply to S-LOC 27 Cat A.

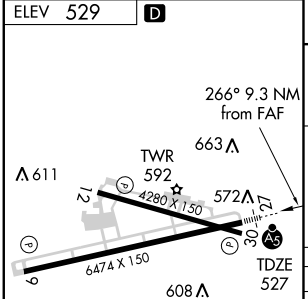
NA

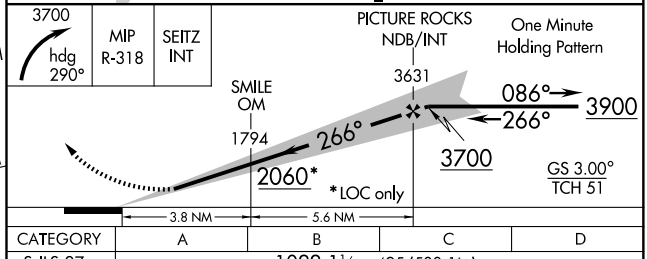
MALSR

MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ INT/MIP 27.4 DME and hold.

ASOS	NEW YORK CENTER	WILLIAMSPORT TOWER ★	GND CON	WILLIAMSPORT RADIO
125.225	124.9	119.1 (CTAF) L 257.8	121.9	122.65





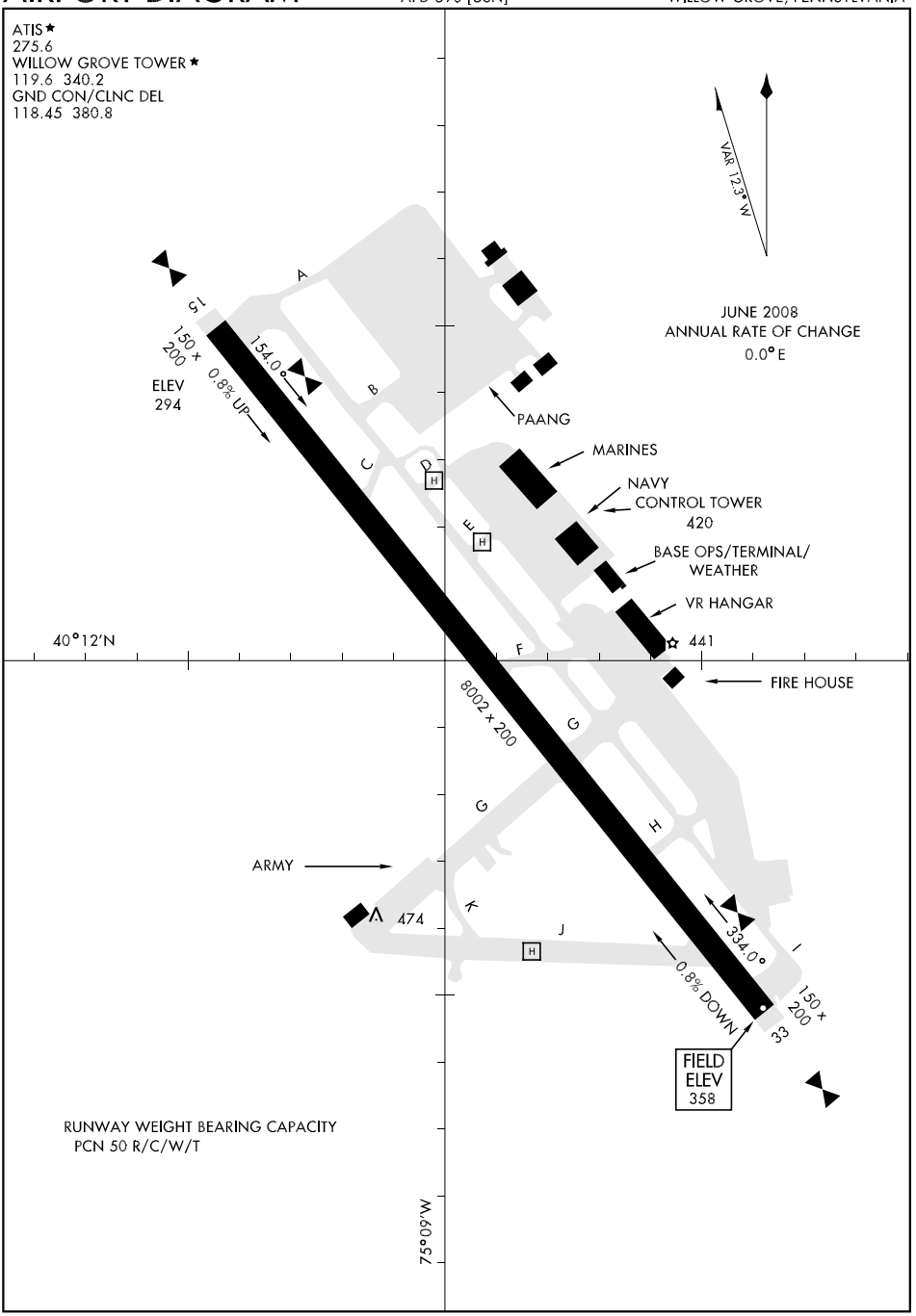


CATEGORY	A	B	C	D
S-ILS 27	1022-1¼ 495 (500-1¼)			
S-LOC 27	2060-1¼ 1533 (1600-1¼)	2060-1½ 1533 (1600-1½)	2060-2½ 1533 (1600-2½)	
CIRCLING	2060-1¼ 1531 (1600-1¼)	2060-1½ 1531 (1600-1½)	2060-3 1531 (1600-3)	
SMILE OM MINIMUMS				
S-LOC 27	1340-1 813 (900-1)		1340-2 813 (900-2)	1340-2¼ 813 (900-2¼)
CIRCLING	1340-1 811 (900-1)	1460-1¼ 931 (1000-1¼)	1500-3 971 (1000-3)	

MIRL Rwy 12-30
HIRL Rwy 9-27 L

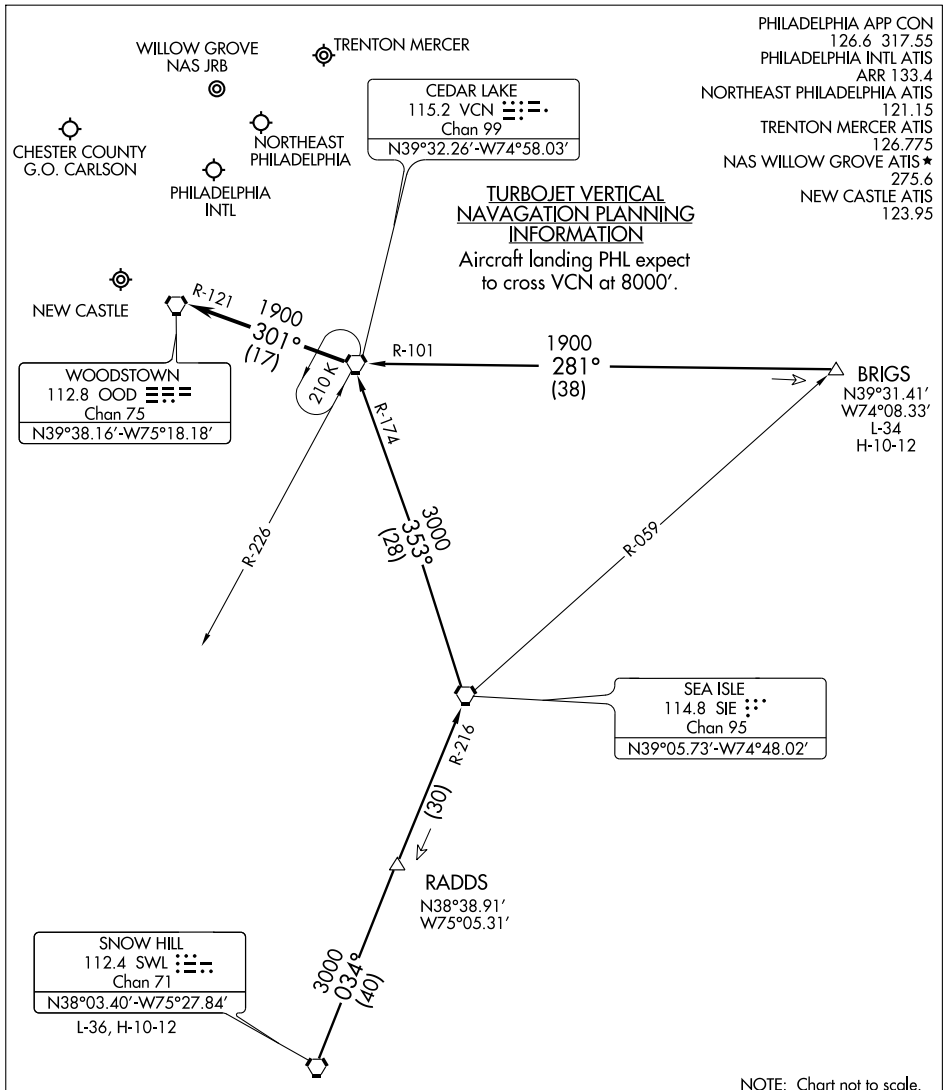
FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

NE-4. 03 JUN 2010 to 01 JUL 2010


ATIS ★
275.6
WILLOW GROVE TOWER ★
119.6 340.2
GND CON/CLNC DEL
118.45 380.8
VAR 12.3° W
JUNE 2008
ANNUAL RATE OF CHANGE
0.0° E
15
150 x 200
ELEV 294
0.8% UP
154.0°
A
B
C
D
E
F
G
H
PAANG
MARINES
NAVY
CONTROL TOWER
420
BASE OPS/TERMINAL/
WEATHER
VR HANGAR
441
FIRE HOUSE
40°12'N
8002 x 200
ARMY
474
334.0°
0.8% DOWN
I
J
K
33
150 x 200
FIELD ELEV 358
RUNWAY WEIGHT BEARING CAPACITY
PCN 50 R/C/W/T
75°09'W

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 03 JUN 2010 to 01 JUL 2010

DUPONT FOUR ARRIVAL (HEDGE.DPNT4)

08101

ST-320 (FAA)

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .

. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.

NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195

14

R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K

R-346

14

ATLANTIC CITY
108.6 ACY
Chan 23

015° (23)

R-226

13

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

R-246

R-133

R-276

HEDGE
N38°53.54′
W75°50.24′

25

046° (13)

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

R-265

(9)

45

(15)

R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

R-248

18,000
064°
(78)

R-234

R-226

WATERLOO
112.6 ATR
Chan 73

N

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042°
(87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046°
(30)

R-334

SNOW HILL
112.4 SWL
Chan 71

NOTE: Chart not to scale.

RNAV (GPS) RWY 15

WILLOW GROVE NAS JRB (KNXX)

APCH CRS	Rwy ldg	TDZE	Arpt Elev
154°	8002	324	358

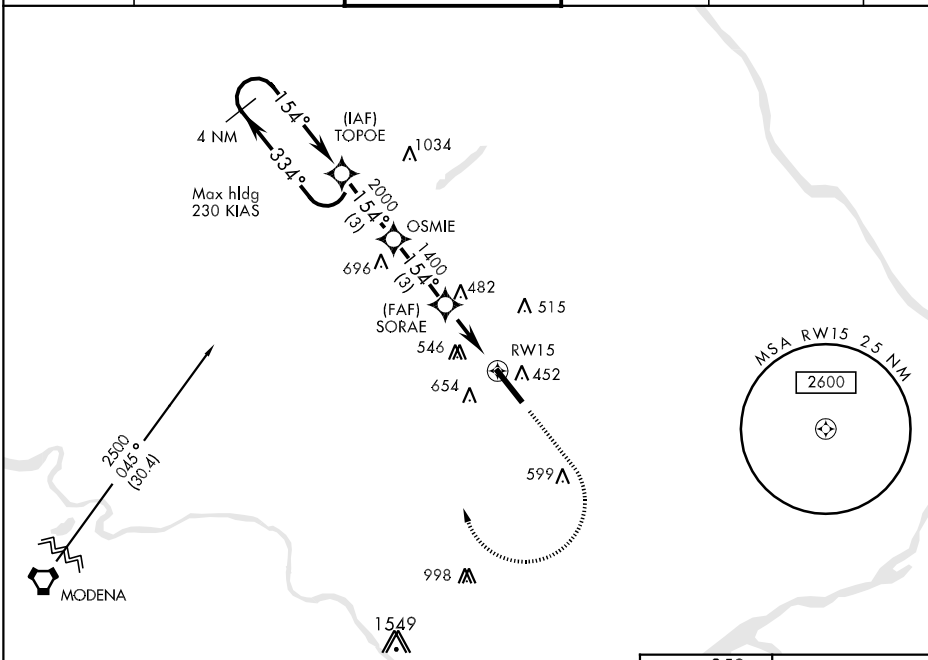
AL-598 [USN]

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** When ALS inop, increase vis CAT ABCDE to ¾ mile.

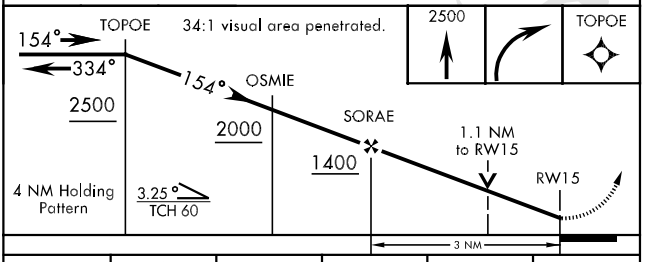
ALSF-1

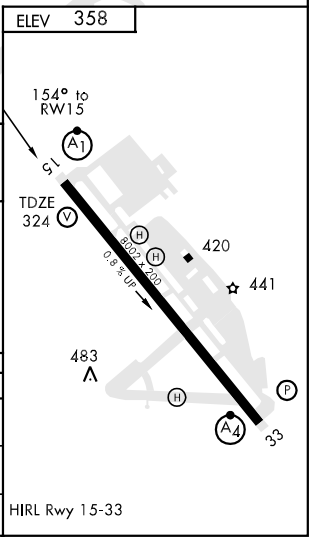
MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾		416 (500-¾)		740-1 416 (500-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 15**	524-½		200 (200-½)		GS 3.25°

NE-4, 03 JUN 2010 to 01 JUL 2010

APCH CRS	Rwy ldg	8002
334°	TDZE	358
	Arpt Elev	358

RNAV (GPS) RWY 33

AL-598 [USN]

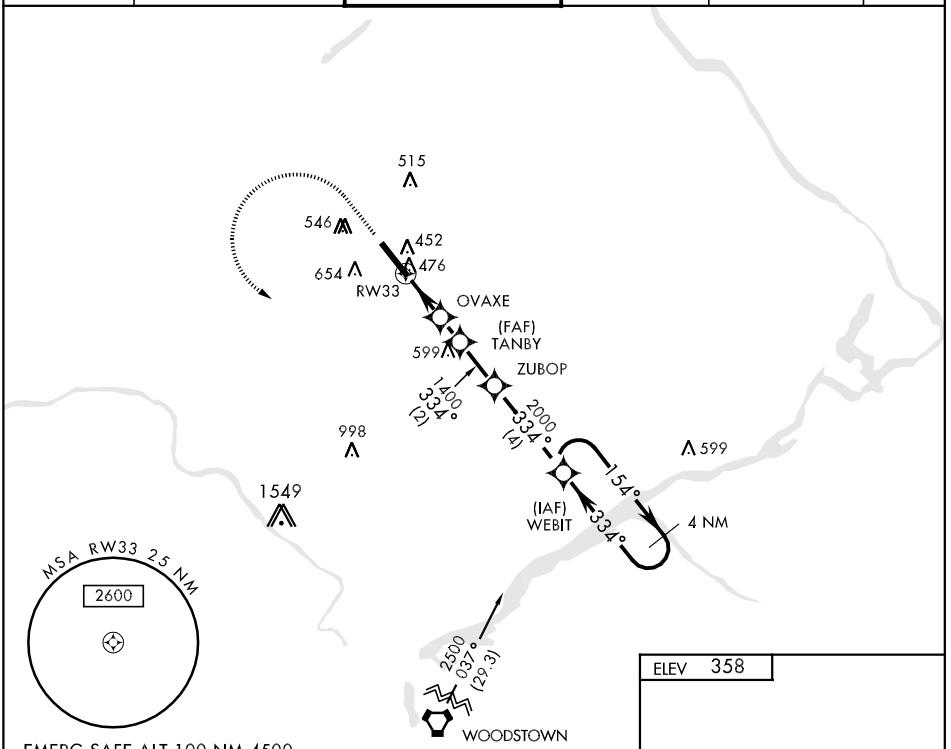
WILLOW GROVE NAS JRB (KNXX)

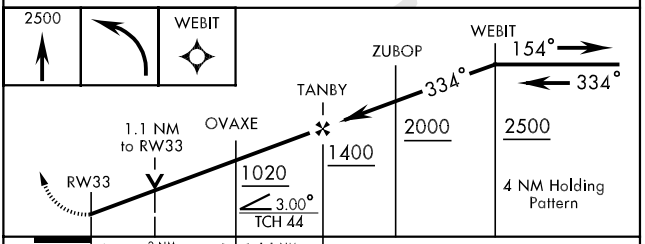
* When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

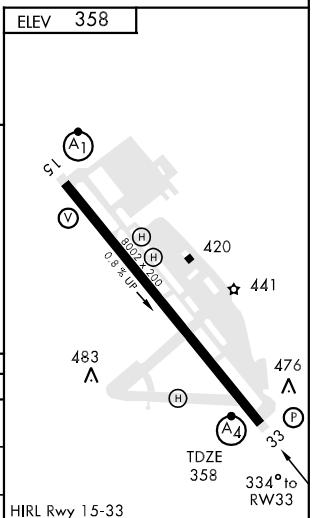
MALSF

MISSED APPROACH: Climb to 2500 then turn left direct WEBIT and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	







CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾	382 (400-¾)		740-1	382 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 15**	558-½	200 (200-½)	558-¾	200 (200-¾)	GS 3.0°

NE-4, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 15

WILLOW GROVE NAS JRB (KNXX)

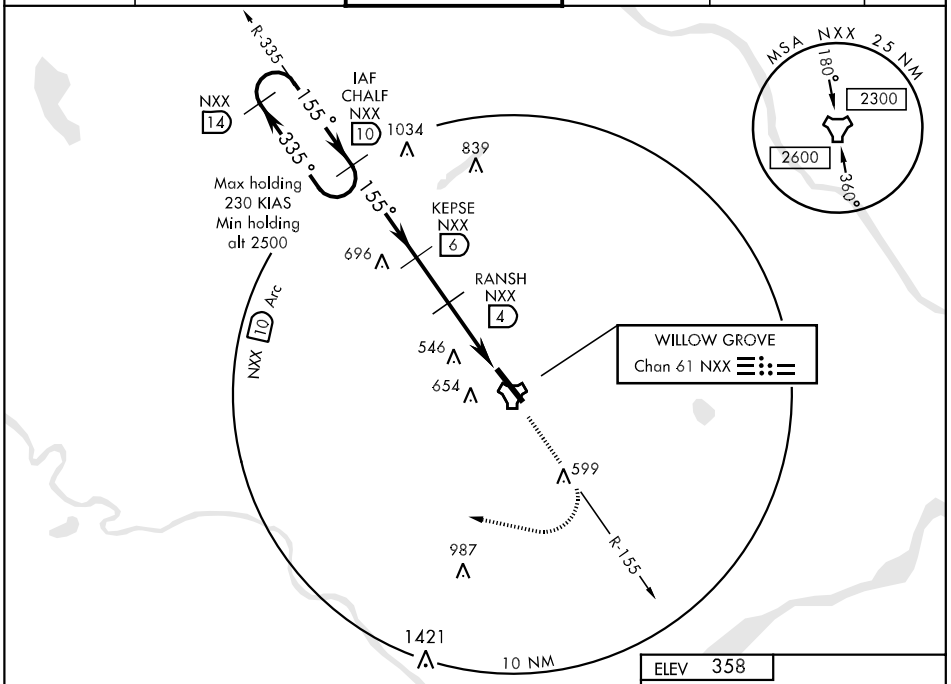
TACAN NXX Chan 61	APCH CRS 155°	Rwy ldg 8002 TDZE 324 Arpt Elev 358	AL-598 [USN]

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** When ALS inop, increase vis to ¾ mile.

ALSF-1

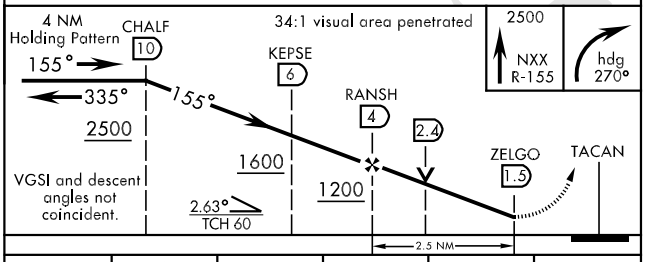
MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

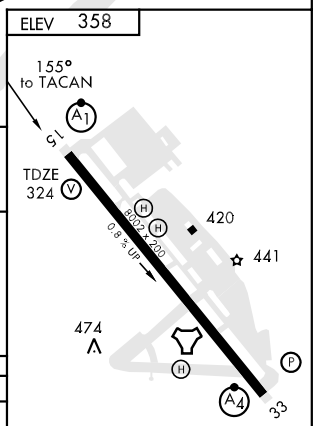
ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-15 *	800-¾ 476 (500-¾)			800-1 476 (500-1)	800-1¼ 476 (500-1¼)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 15 **	524-½ 200 (200-½) GS 3.25°				

HIRL Rwy 15-33

NE-4, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 33

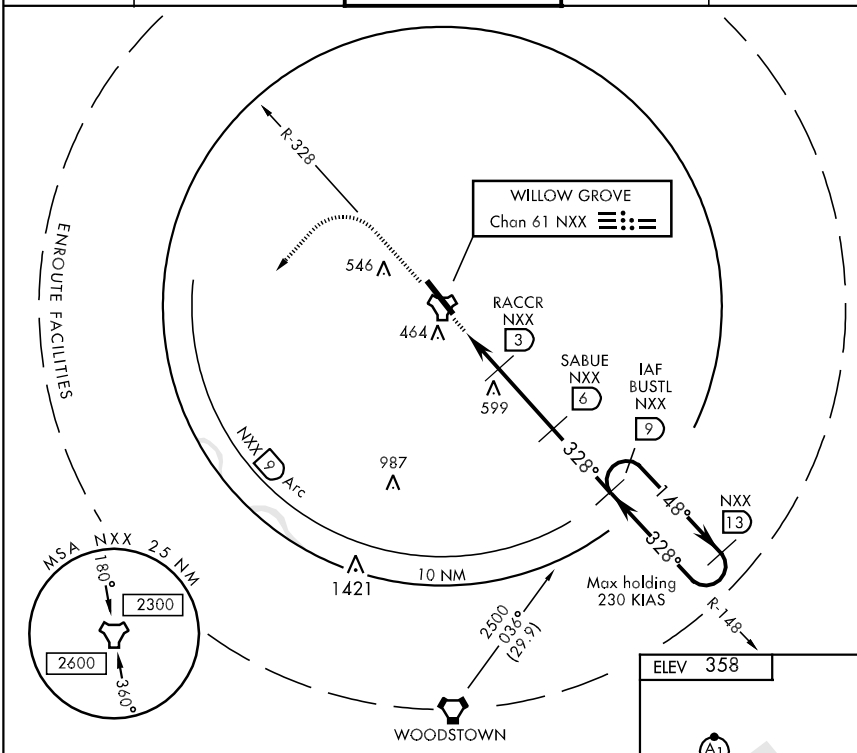
TACAN NXX Chan 61	APCH CRS 328°	Rwy ldg 8002 TDZE 358 Arpt Elev 358	AL-598 [USN]	WILLOW GROVE NAS JRB (KNXX)

T * When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

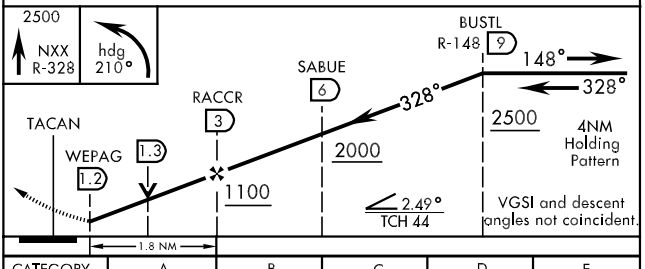
MALSF

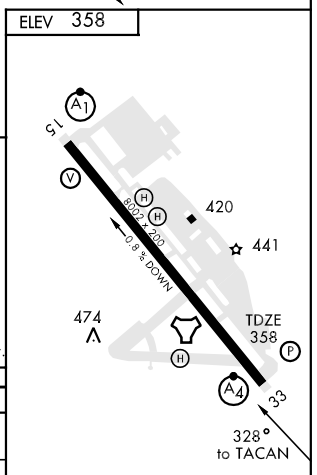
MISSED APPROACH: Climb to 2500 via NXX R-328. Then turn left heading 210° to join and arc SW via the NXX TACAN 9 mile arc to BUSTL and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



EMERG SAFE ALT 100 NM 4500





HIRL Rwy 15-33

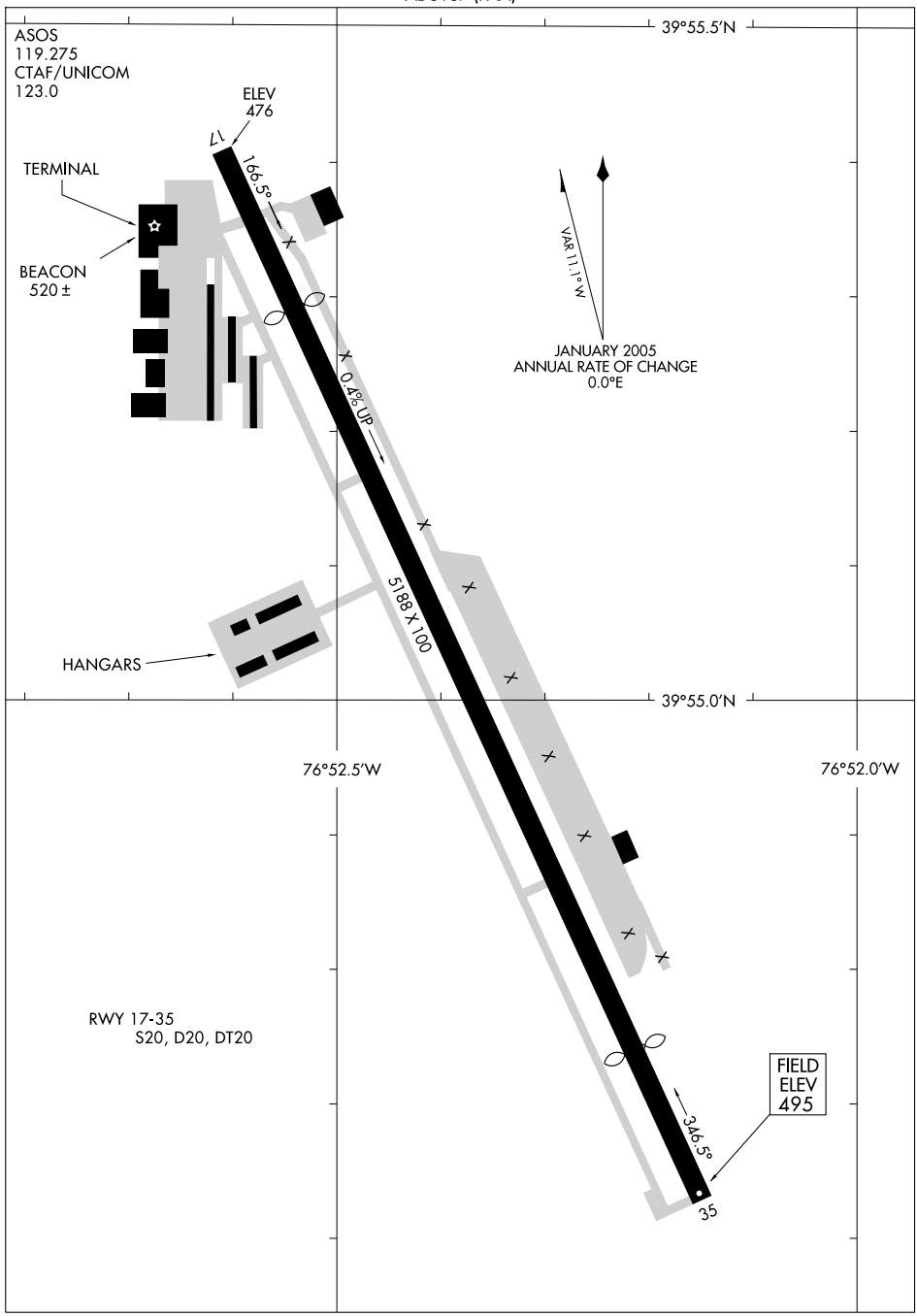
CATEGORY	A	B	C	D	E
S-33 *	720-¾	362	(400-¾)	720-1	362 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 33 **	558-½ 200 (200-½)		558-¾ 200 (200-¾)		GS 3.0°

NE-4, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)
YORK, PENNSYLVANIA



NE-4, 03 JUN 2010 to 01 JUL 2010

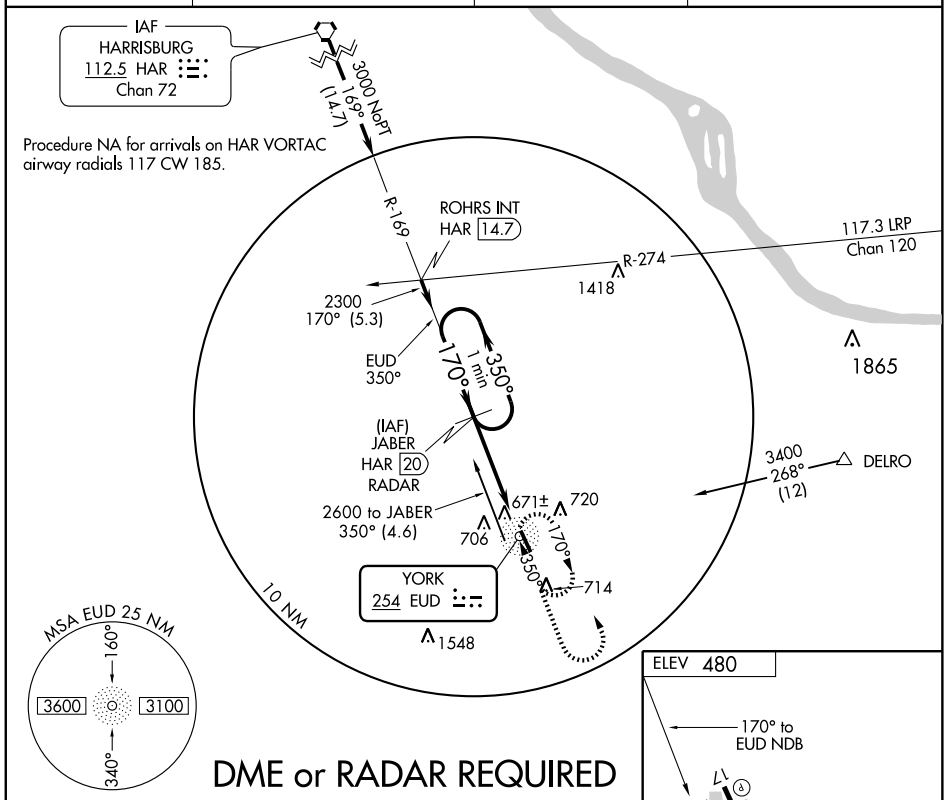
NDB EUD 254	APP CRS 170°	Rwy Idg 4394 TDZE 478 Apt Elev 480

NDB RWY 17
YORK (THV)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)



CATEGORY	A	B	C	D
S-17	1180-1 702 (700-1)		1180-2 702 (700-2)	1180-2¼ 702 (700-2¼)
CIRCLING	1220-1 740 (800-1)	1240-1¼ 760 (800-1¼)	1260-2¼ 780 (800-2¼)	1260-2½ 780 (800-2½)

MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4. 03 JUN 2010 to 01 JUL 2010

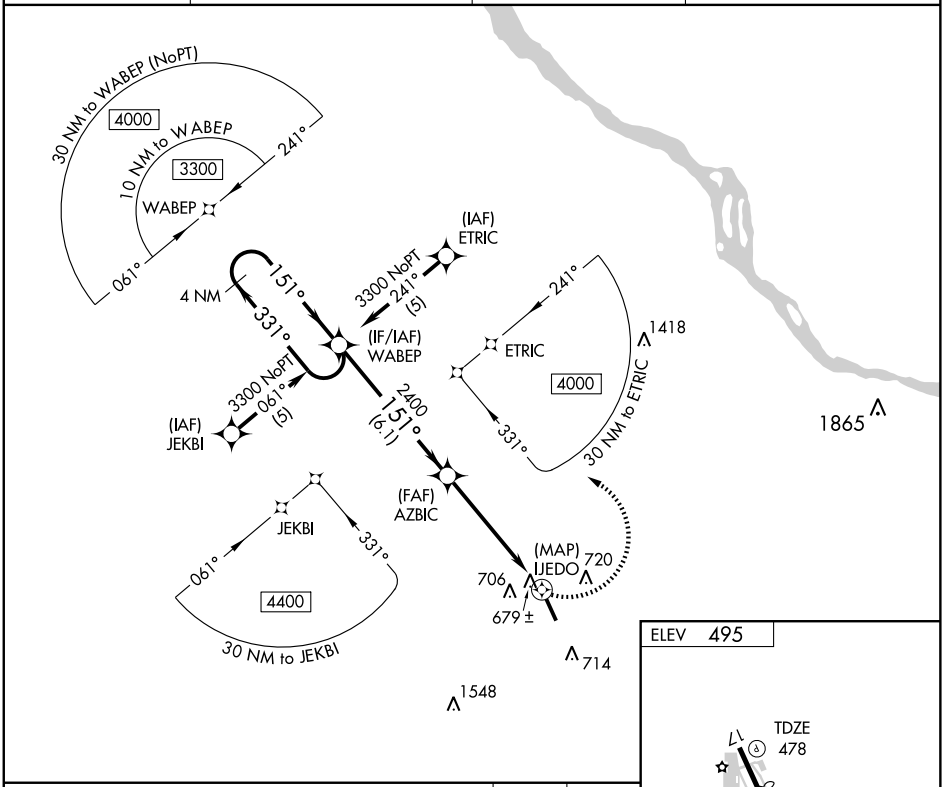
APP CRS		
151°	Rwy Idg	4394
	TDZE	478
	Apt Elev	495

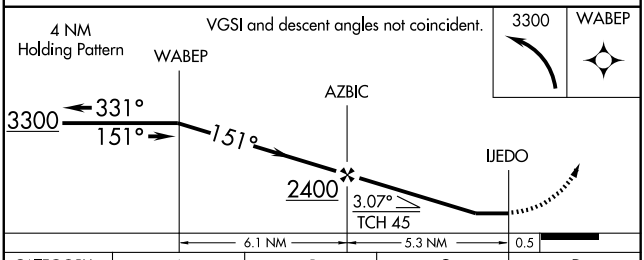
RNAV (GPS) RWY 17
YORK (THV)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

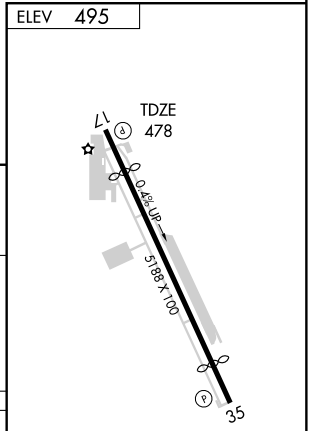
MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	940-1 462 (500-1)		940-1¼ 462 (500-1¼)	940-1½ 462 (500-1½)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)



MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4. 03 JUN 2010 to 01 JUL 2010

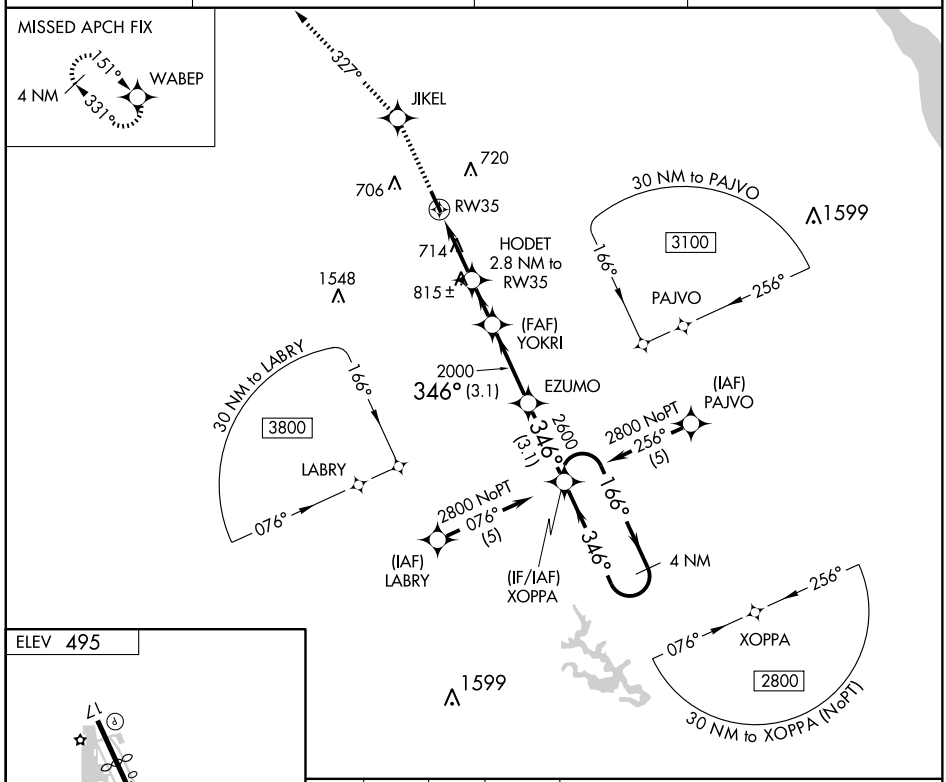
APP CRS	Rwy Idg	4449
346°	TDZE	485
	Apt Elev	495

RNAV (GPS) RWY 35
YORK (THV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	1080-1¾ 595 (600-1¾)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)

NE-4. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 17

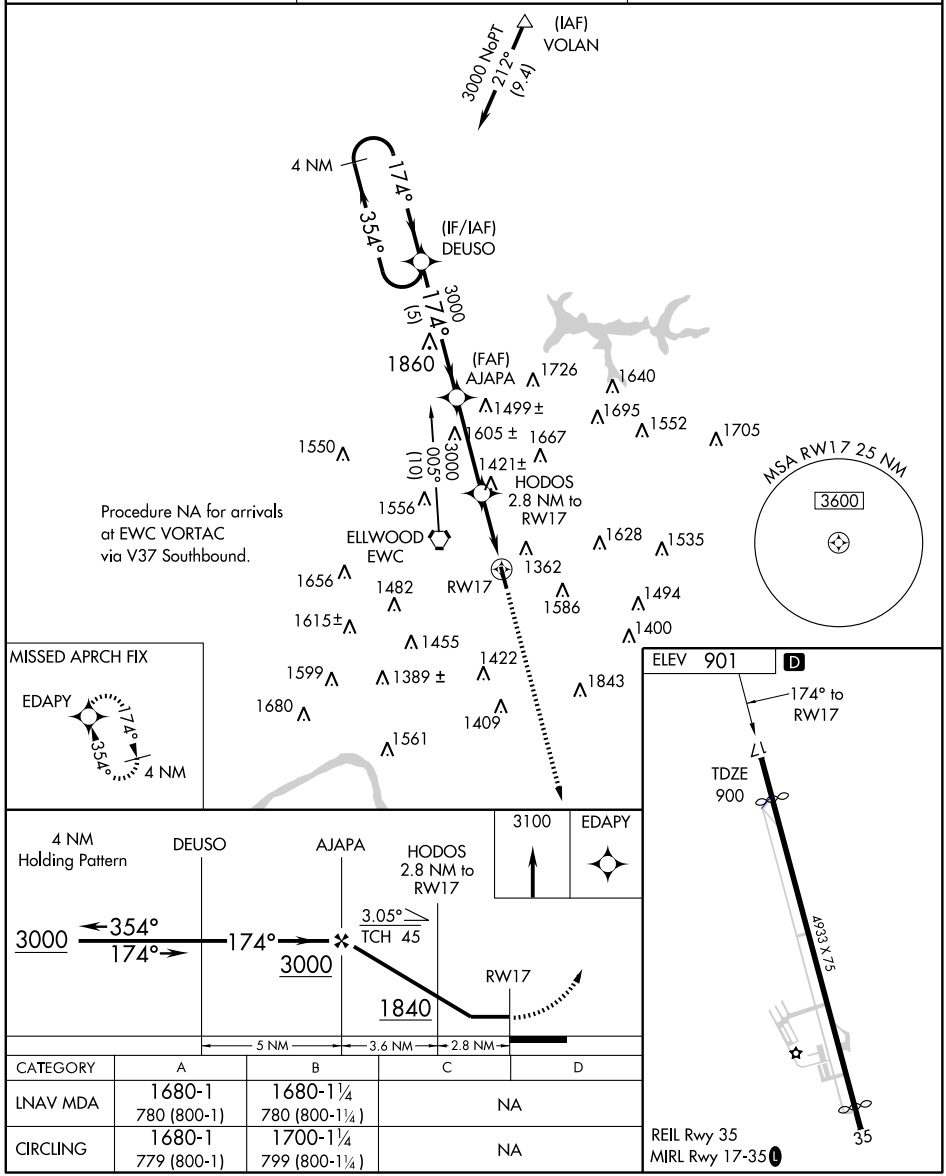
ZELIENOPLE MUNI (PJC)

APP CRS		
174°	Rwy Idg	4382
	TDZE	900
	Apt Elev	901

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1680-1 780 (800-1)	1680-1¼ 780 (800-1¼)	NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 35

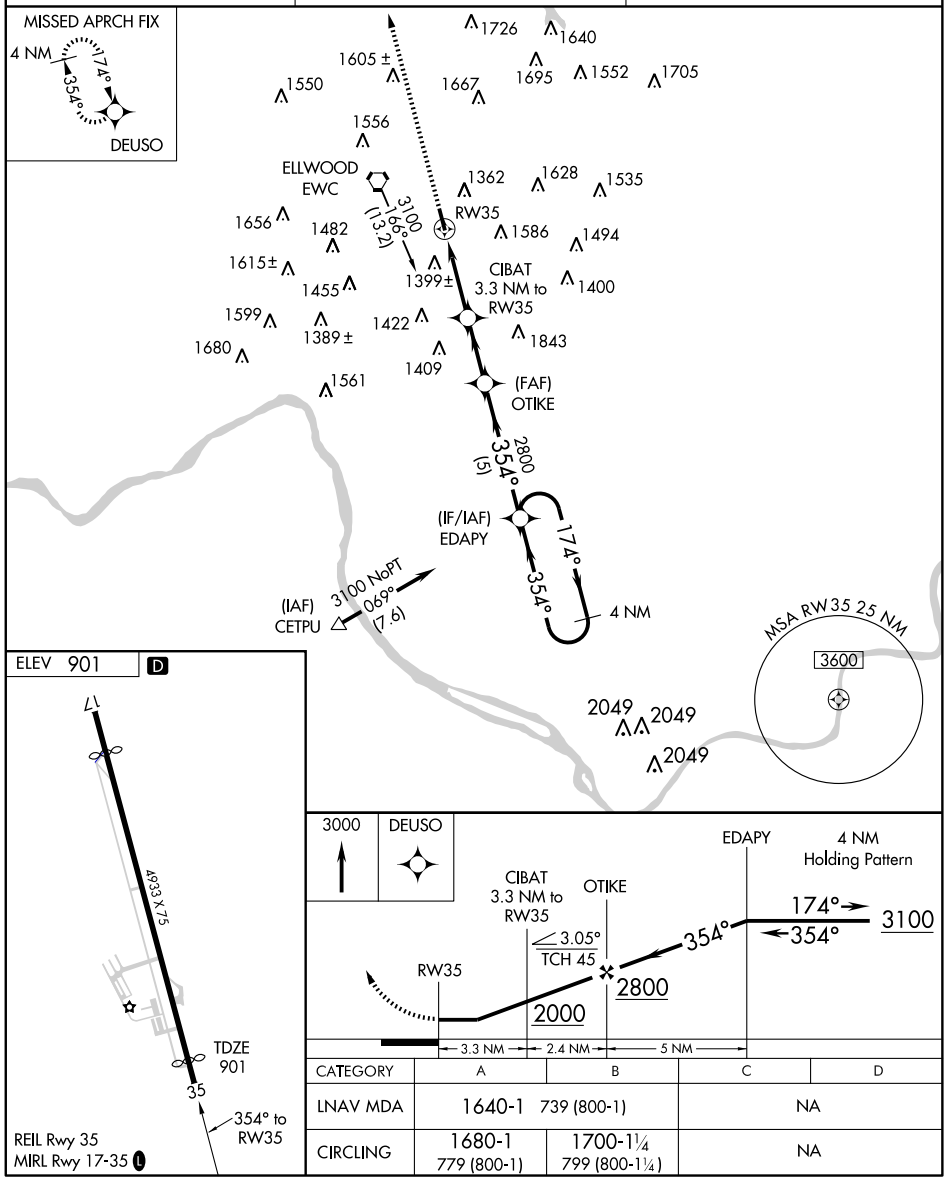
ZELIENOPLE MUNI (PJC)

APP CRS	Rwy Idg	4352
354°	TDZE	901
	Apt Elev	901

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17 NA at night. When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 739 (800-1)		NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 03 JUN 2010 to 01 JUL 2010